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ATLAS N DASH 8-40B LOCOMOTIVES



(Item #48710 - CSX)

STANDARD ITEM #	DESCRIPTION	W/ LENZ DECODER ITEM #
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N DASH 8-40B LOCOMOTIVES

48700	Undecorated	
48701	BNSF - 8601 (Green/Orange)	48740
48702	BNSF - 8607 (Green/Orange)	48741
48703	BNSF - No # (Green/Orange)	
48704	Santa Fe - 7412 (Blue & Yellow)	48742
48705	Santa Fe - 7428 (Blue & Yellow)	48743
48706	Santa Fe - No # (Blue & Yellow)	
48707	Conrail - 5068 (Blue & White)	48744
48708	Conrail - 5076 (Blue & White)	48745
48709	Conrail - No # (Blue & White)	
48710	CSX - 5933 (Gray, Blue & Yellow)	48746
48711	CSX - 5937 (Gray, Blue & Yellow)	48747
48712	CSX - No # (Gray, Blue & Yellow)	
48713	LMX - 8526 (Gray, White & Red)	48748
48714	LMX - 8577 (Gray, White & Red)	48749
48715	LMX - No # (Gray, White & Red)	
48716	Susquehanna - 4002 (Black & Yellow)	48750
48717	Susquehanna - 4008 (Black & Yellow)	48751
48718	Susquehanna - No # (Black & Yellow)	
48719	Norfolk Southern - 4805 (Black & White)	48752
48720	Norfolk Southern - 4814 (Black & White)	48753
48721	Norfolk Southern - No # (Black & White)	
48722	Cotton Belt - 8076 (Bloody Nose)	48754
48723	Cotton Belt - 8087 (Bloody Nose)	48755
48724	Cotton Belt - No # (Bloody Nose)	
48725	Union Pacific - 5673 (Yellow & Gray)	48756
48726	Union Pacific - 5698 (Yellow & Gray)	48757
48727	Union Pacific - No # (Yellow & Gray)	

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HO 40' ACF WOOD REEFERS



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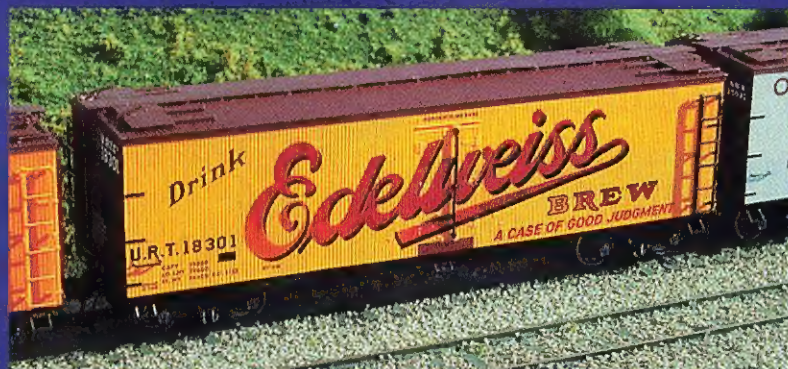
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ON THE COVER: Delaware & Hudson RS-3 no. 4079 pulls out of Thirty Mile Point with a string of varnish on Art Fahie's Ntrak-inspired N scale Niagara & Pearl Creek layout. Lou Sassi took the photo.

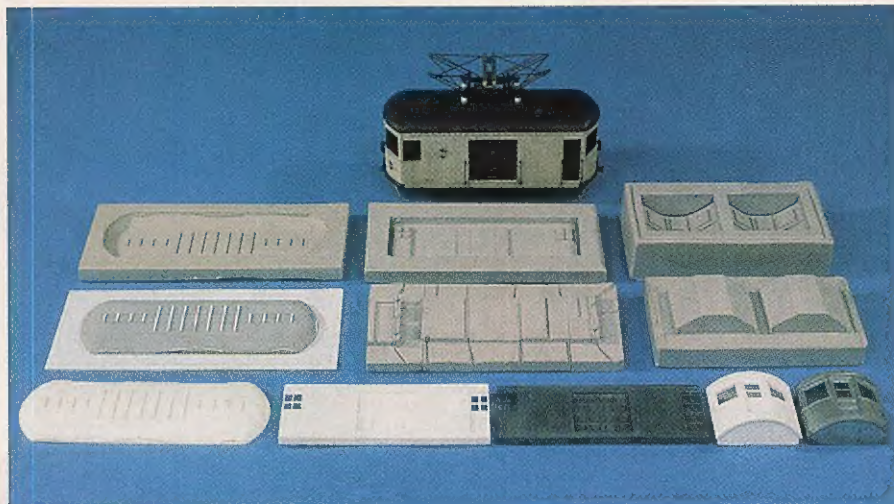
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OUR COVER STORY

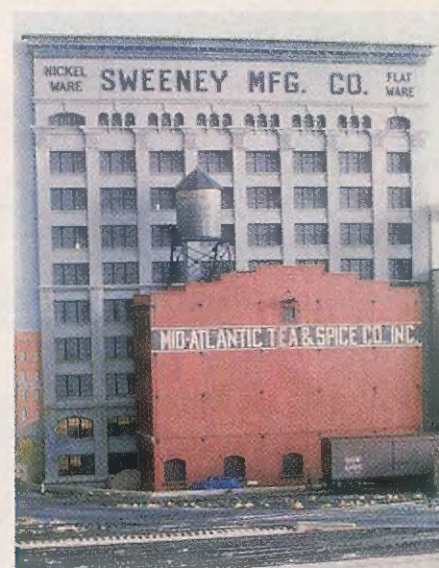
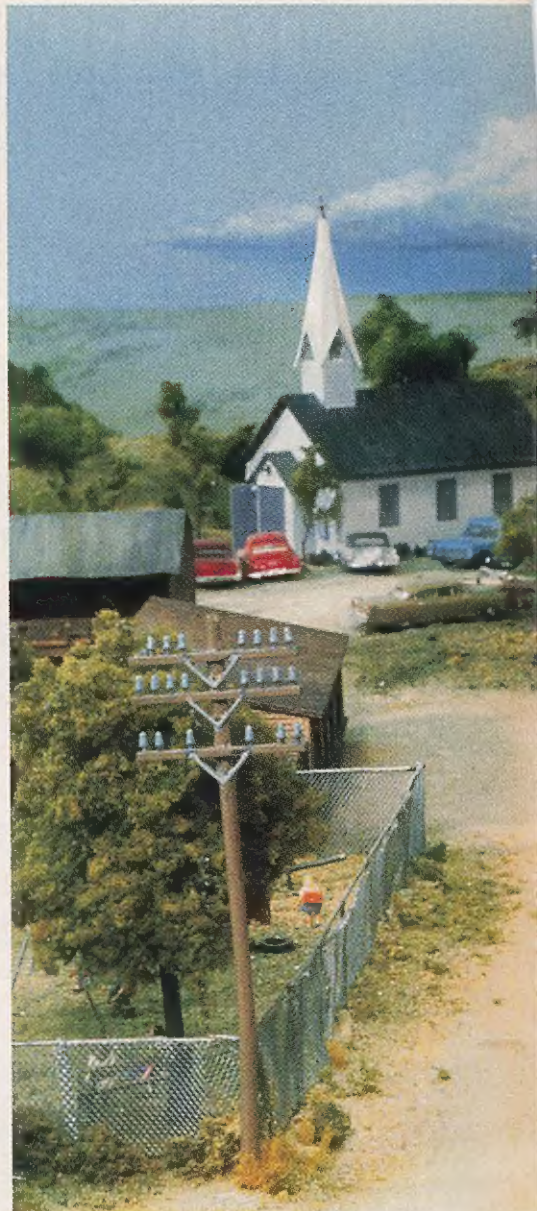
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Alco signature

Contents photos/artwork (clockwise from top): Michael Ross,
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Contributing to MODEL RAILROADER: We welcome contributions from our readers, including articles, photographs, and prototype drawings. For detailed information on submitting material to MR, write or call our editorial assistant. MODEL RAILROADER assumes no responsibility for the safe return of unsolicited material. We assume unsolicited material is intended for publication by Kalmbach Publishing Co. unless otherwise noted. We assume letters, questions, news releases, and club news items are contributed gratis.

A 4 x 8-foot HO track plan we want you to build, page 68

At the Throttle

Changing of the guard

By Russ Larson
PUBLISHER

This month we welcome Terry Thompson as the new editor of **MODEL RAILROADER**, wish Jim Kelly a happy retirement, and congratulate Melanie Buellesbach on her promotion to managing editor.

Terry Thompson, MR's eighth editor, will be new to most of you. I've had the



pleasure of working with him the past six years while he's been on the staffs of both *Classic Toy Trains* and *Garden Railways*. I was also Terry's publisher when he first became editor of *FineScale Modeler*. He's bright, energetic, and loves

both the hobby of model railroading and making magazines.

Terry's background makes him ideally suited for this position. A native of Grafton, Ohio, he became a fan of the New York Central, the Baltimore & Ohio, and railroading in general at an early age. He's been a reader of MR since he was 10 and has modeled in HO, O, and G scales.

In addition to his training in journalism, Terry earned an M.A. in Economics from Case Western Reserve University and holds the Ph.D. in History from The Ohio State University. Before coming to Kalmbach, he taught at Ohio State, and prior to that worked for the Chicago & North Western.

Jim Kelly, a friend and colleague, retired on February 22 after nearly 25 years on the staff, first as associate editor, then senior editor, and for the past eight years as managing editor.



Jim always had a knack for introducing a little humor in all the articles he wrote. We'll miss his wit around the office too. His farewell message is in this month's One Reader's Opinion piece on page 108.

Melanie Buellesbach, the new managing editor of MR, has been an associate editor for the past six years. Her duties have run the gamut from copy editing, managing the magazine's workflow, and making sure all deadlines are met, to editing and writing feature articles.

Melanie, who's a graduate of Indiana University at Bloomington, understands the ins and outs of producing a quality magazine on schedule.

You'll also note two other changes on our masthead. Tony Koester, popular *Trains of Thought* columnist, is now a contributing editor as well. Tony has taken early retirement, and now he'll have time to write feature articles for us on a regular basis working from his home in New Jersey. And associate editor Tom Chmielewski has been promoted to editor of *trains.com*.

We have a talented "new" team with a nice blend of model railroad experience and interests plus knowledge of magazine publishing that will serve our readers well. (We are looking for one more associate editor to complete the editorial staff. See the ad on page 10.)

As for me, I will now take my leave as temporary editor and return to my corporate duties.

Russ Larson

Model Railroader

Model Railroading is Fun

May 2002

Volume 69, number 5

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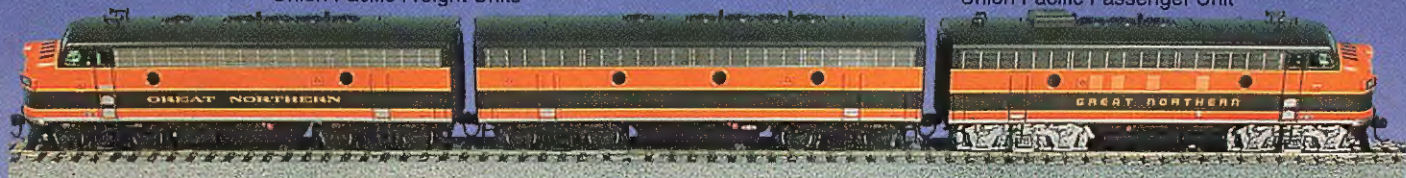
FROM ATHEARN

All F's Are *Not* Created Equal



Union Pacific Freight Units

Union Pacific Passenger Unit



Great Northern Freight Units

Great Northern Passenger Unit



Lehigh Valley Freight Units



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Circulation Specialist

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Editorial offices

Phone: 262-796-8776

Fax: 262-796-1142

E-mail: mrmag@mrmag.com

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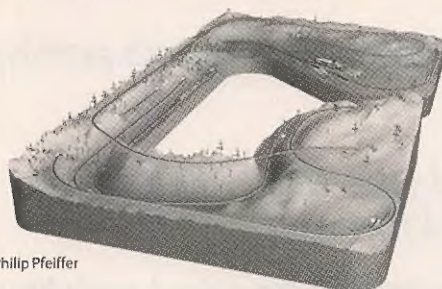
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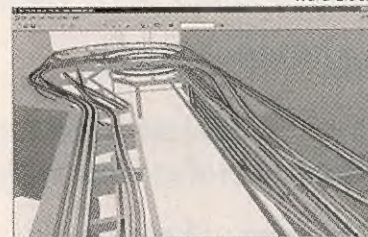


Phillip Pfeiffer



OSMR, by John Baum

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Letters from our readers



BERNARD KEMPINSKI'S FIRST-PLACE PHOTO, AN N SCALE SCENE WITH AN ADDED SOUTH DAKOTA SUNSET

More categories

I second Russ Larson's suggestion in his March editorial, "Our 25th photo contest," that the time has come when computer-enhanced or modified photographs should be judged separately from those made by conventional photographic means. The former have more in common with graphic arts than with photography.

In the not too distant future I can see excellent "photos" being submitted that have a real background from one image (not the photographer's own), foreground scenery from another's layout (perhaps John Allen's taken from a book), and just locomotives and rolling stock belonging to the photographer.

Would it be fair to accept as a photo contest entry a shot of a model locomotive emerging from the real Moffat Tunnel, a separate slide, in a blizzard created by computer enhancement, where the prototype scenery and computer enhancement comprise 80 percent of the image? The 2002 winner is already 50 percent this way. Where does modeling expertise come in?

So yes, divide the photo contest into at least two categories, for computer modified and conventional photos.

JOHN BORTLE, STORMVILLE, N. Y.

Photography is changing

I've been surprised by the controversy about your photo contest. I suggest that you continue with the rules as they are. Consider what was done with the winner, and with the runners up.

The winner is a remarkable photo, and would be even if the original sky were still there. Why? Simply because of the quality of the modeling. It is the

undulating track that makes the photo look so real. Take out those dips and curves and it becomes a pedestrian shot. Take out the dramatic sunset and it becomes a great photo that could be better with a stronger background.

(What Mr. Kempinski did is nothing new. We did the same kind of transposition in a commercial photo studio where I worked in the 1970s, using pin-registered masks over paper, with conventional negatives and enlargers.)

In second place is a sharp, well-lit photo of fine modeling. Where Mr. Furto has Mr. Kempinski beat is in selecting a day for shooting when there was a better sky for a background. But should he be allowed to use the real sky? Is the question how the background got there or what it is? Is a real background okay only as long as I don't do it digitally?

Ms. Skidmore-Reardon didn't just add a snappy sky to her fourth-prize winner, she added *fake smoke*! Should the rules require that all smoke be real and generated in the engine's boiler?

Only the third- and fifth-prize photos were made without some help. It appears that Mr. Kempinski's only fault was using a computer.

Photography is changing, as it always has over the years. Digital photography is competing with and replacing film. The fact remains that an image is simply that. How it is produced is secondary to the final result. The best photo is always going to be the best regardless of its means of production. As long as the capture of the image is the work of the entrant, what happens later is irrelevant.

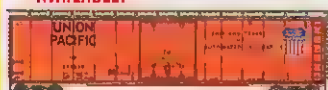
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14-Car Union Pacific Assortment #616

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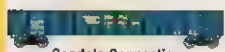


40' 3-Bay Ribbed-Side Hopper - 2 Different Road Numbers

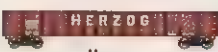


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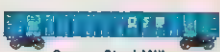
FourPak™ #89436 - 50' Mill Gondola Collection One Of Each Scheme In The FourPak™



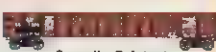
Gondola Connection



Herzog



Oregon Steel Mills



Conrail - Paintout

FourPak™ #89437 - Western Pacific Group One Of Each Scheme In The FourPak™



50' High-Cube Plug Door Box Car



50' High-Cube Plug Door Box Car



50' High-Cube Plug Door Box Car



50' High-Cube Plug Door Box Car



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#60825 - Observation (shown)
#60845 - Diner
Baltimore & Ohio Blue w/ Black Roof & Ends
#60816 - Sleeper #60836 - Combine
#60826 - Observation #60846 - Diner

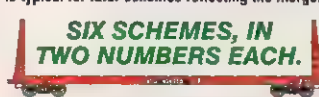


12-Car Illinois Central & Gulf Assortment #615

Based on prototype photos, and comes in two different road numbers.
The Waffle Side Box Car is typical for later schemes reflecting the merger into the Illinois Central.



#1812 50' Waffle Side Box Car



#1298 60' Bulkhead Flat Car

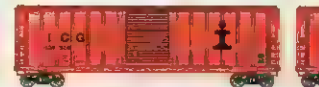


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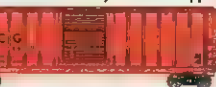
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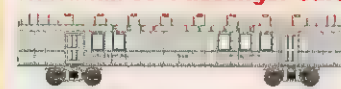
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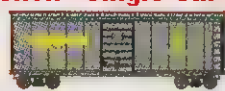
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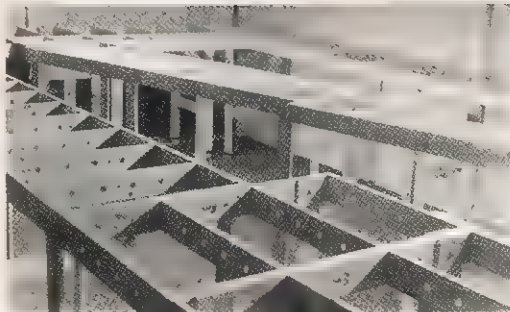
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Different skills

I think you should have two different categories. There are definitely different skills involved and they require different equipment.

The equipment used by the first-place winner was beyond most computer and railroad hobbyists, and digital photography will go beyond modeling in the near future if it hasn't already. We're already facing the possibility of adding items to the models that aren't actually there.

FORREST GAGNON, LOVELAND, COLO.

The earth's not flat

Russ Larson suggests we treat Bernie Kempinski's prize-winning photo as "the kind of creativity we want to encourage, but perhaps in its own category." This attitude implies there is something different between Bernie's photo and a "real" photo. Let's follow that thesis down its slippery slope by examining some ways a digital photo may be "different."

- "A photo may not exactly depict the model that was photographed." Okay, I guess we need separate categories for cotton smoke, photographic backdrops, and scenes taken outdoors with natural backdrops.

- "The photo is not a single frame snapped at one instant in time." Gee, I guess double-exposures to "burn in" headlights and create sunset or silhouette effects are suspect too.

- "The photo was made by a computer, not a human." I wish my machine were that talented and creative. Is there a button somewhere on my computer I haven't found yet?

- "Anyone with a computer can do it." Why not give it a try and see how true that is? Talent and creativity are not really optional.


- "Bernie has access to special computer equipment and software, and that's not fair." If that's the problem, then outlaw medium- and large-format cameras, expensive lighting equipment, and all but "normal" 50mm lenses.

- "Computer photos are so easy they'll win every year." Oh? The previous computer-enhanced first-prize winner was in 1995. [Won by the writer of this letter - Ed.] That's two "computerized" photo wins in eight years. Perhaps it's a little tougher than it seems.


- "But, but, but - it's not natural!" Neither is flying through the air at 600 mph or going to the moon. It is the nature of humankind to rise above our natural environment.

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• "I've entered the contest many times with *real* photos and I never won." Sorry, I doubt if the most expensive computer would change that.

• "MODEL RAILROADER targets a wide audience, not just photography buffs." What nonsense! Remember the John Allen photos in MR years ago? How many of us were inspired, not discouraged, by the best modeling and the best model photography we'd ever seen? Would I still be a modeler today without John Allen's influence? I wonder.

MODEL RAILROADER has always been the best because it encourages innovation. I urge you, Mr. Larson, not to throw cold water on new and exciting innovation in digital photography. Don't listen to the arguments of the "earth-is-flat" crowd.

ART COMINIO, SATELLITE BEACH, FLA.

Not rocket science

MODEL RAILROADER needs a separate category for "enhanced" photos. How can a photo contest entrant manipulate two photos into one and be considered the winner of a *photo* contest. How do you think the people who slaved over f-stop settings and lighting feel?

It doesn't take a rocket scientist to figure out a new category would reduce, if not eliminate, all the negative feedback. Shoulda' been done years ago!

DOUG MASON

MAPLE RIDGE, B. C., CANADA

In the digital age

Bernard Kempinski's first-place photo was fabulous. We don't hold separate model contest for cast bronze standard gauge locomotives, so if we are truly in the digital image age, let the best photo win. For the fun of the entrants you could create first places in several categories - digital, standard, and whatever - and then award a "Best in show" prize to the judges' favorite image, no matter how it was made.

I really enjoyed all the photos in this year's contest.

WAYNE WESOLOWSKI
ELBURN, ILL.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187. Send e-mail to rpo@mrmag.com, or call the MR Reader Comment Line, 262-798-6497, anytime. Please include your name, city, and state.

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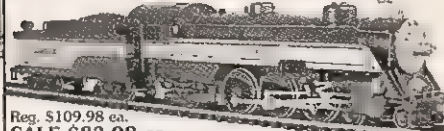
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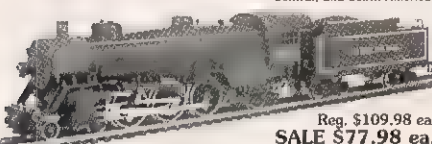
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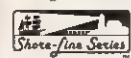
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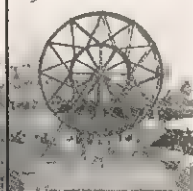
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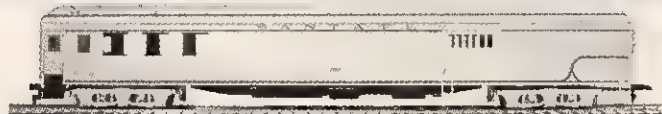
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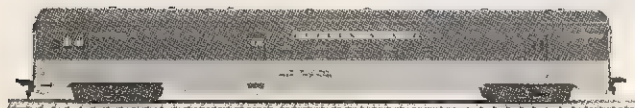
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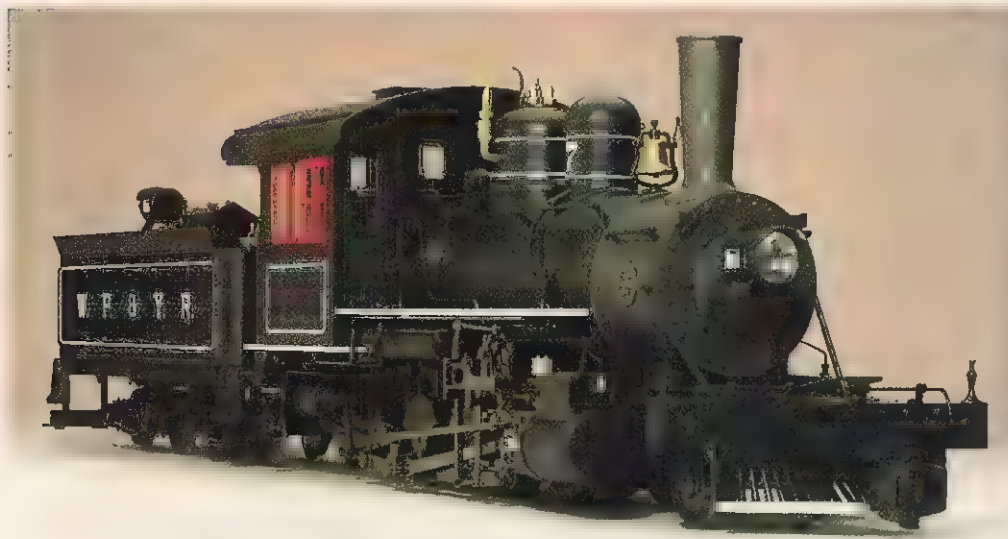
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Product Reviews

Conducted by Jim Hediger



Large scale Baldwin 2-8-0 is a haulin' machine

Impressive is the word for Bachmann's new large scale, outside-frame, narrow gauge Consolidation. It's a superb ready-to-run model based on a standard 2-8-0 design built by the Baldwin Locomotive Works in the early part of the 20th century. At the time, Baldwin was the world's major supplier of narrow gauge locomotives for export and industry, although most of its products followed North American characteristics.

This 1:20.3 model is built to the proposed National Model Railroad Association Fn3 standard of 15mm=12" scale. It operates on No. 1 gauge (45mm) track. The 1:20.3 proportion is correct for accurately modeling three-foot narrow gauge using this track gauge.

As an outside-frame locomotive, this 2-8-0's drivers are positioned between the frames with the cranks, counter-

weights, and valve gear mounted on the outboard axle ends. This arrangement made the locomotive more stable and provided more width for the firebox.

According to Lee Riley of Bachmann, these Baldwin class E-2 Consolidations were built in large numbers during the early 20th century in nine different gauges. This model represents a typical three-foot-gauge locomotive.

I was unable to locate a prototype drawing, but the locomotive's major scale dimensions are all within the range of similar locomotives listed in a 1915 Baldwin catalog reprint. The model locomotive and tender measure 31½" long, 7" tall, and 5½" wide.

A well-illustrated 24-page 7½" x 4½" instruction booklet explains the locomotive's history, features, lubrication, operation, and optional features. Four

8½" x 11" pages of exploded isometric drawings and two pages of electrical diagrams document how the model is assembled and wired.

A close inspection of the Bachmann 2-8-0 revealed many interesting features. The main frame, siderods, and valve gear are cast in a hard zinc alloy, while the brake shoes, cylinders, and other detail parts are molded plastic. The formed wire piping is strong and looks great.

The boiler and cab are made up of plastic parts with numerous separately added details. It has a brass bell with a clapper, a brass whistle, wood grain detail, and chemically blackened cast metal details.

Like many narrow gauge locomotives, the model's firebox extends through the deckless cab. The backhead has a movable firebox door, valves, a sight glass, and a shelf holding two oil cans. The cab windows slide and the front doors work. Up front, the smokebox door can be opened to reveal control switches for the smoke unit and to change the locomotive's polarity.

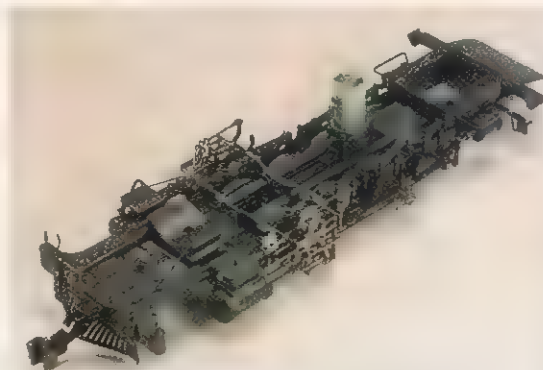
Mechanically, the locomotive is fully sprung with soft springs, which allow the axles to move up and down as they pass over variations in the track. A heavy cast metal weight is concealed within the boiler and it's positioned so the engine is properly balanced between its second and third sets of drivers for maximum tractive effort.

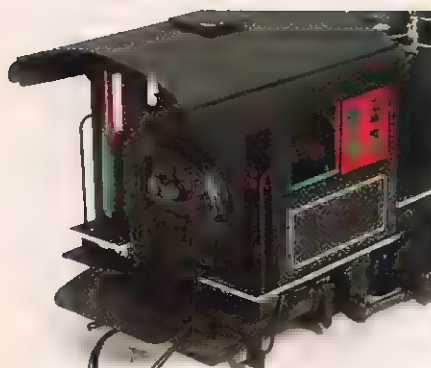
The locomotive has full Baker valve gear including a reverse lever in the engineer's side of the cab which adjusts the valve motion. A surprisingly compact can motor packs plenty of power, producing just over two pounds of drawbar pull.

The tender is plastic with plastic archbar trucks and metal wheelsets. Electrical contacts pick up current from all of the wheels. Openings are provided in the floor for an optional speaker. Six flexible wires between the engine and tender connect the electrical circuits.

Reviewed in this issue:

Bachmann large scale Baldwin 2-8-0.....	16
Kato N scale Budd Rail Diesel Cars.....	18
Centralia Car Shops HO scale wooden caboose	21
Miller Engineering HO scale drive-in theater	25





Two electrical options simplify the installation of Digital Command Control (DCC) or a sound system (not included). Removing the smokebox front exposes connections and space for an optional Lenz LE230 or similar heavy-current DCC decoder, while the tender has the wiring and room for a sound system.

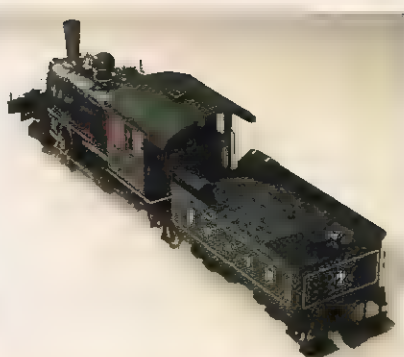
The Bachmann knuckle couplers are extremely low, but this height matches the firm's other rolling stock and many other brands of G_n3 trains. This height is nearly an inch below the National Model Railroad Association's standard height of 1 1/8" (railhead to vertical center of the coupler) for large scale trains. Both the locomotive and tender have provisions for an easy change to a standard height coupler using a Kadee no. 791 magnetic knuckle coupler on the pilot and a no. 836 on the tender.

This 1:20.3 model is about an inch wider than most trains built to 1:22.5 proportion. This means the Consolidation requires more generous trackside clearances, especially on curves.

The middle drivers are blind (without flanges), but the model still requires the wider (32 1/2" radius) sectional track curves due to clearances between the locomotive and tender. An optional plastic deck plate allows it to negotiate a somewhat tighter curve.

The Bachmann 2-8-0 started and ran smoothly and quietly. It performed well at the low speeds common on most narrow gauge prototypes. At 20 volts, its drawbar pull is equivalent to 38 free-rolling cars on straight and level track.

Overall, Bachmann has created another excellent model locomotive that runs well and looks good. Its outside frame design provides a lot of interesting action as the counterweights, siderods, and valve gear rotate. Considering its pulling power, this Consolidation is bound to be popular among large scale modelers. — *Jim Hediger, senior editor*



Large scale narrow gauge 2-8-0

Price: \$799.95

Manufacturer:

Bachmann Industries
1400 E. Erie Ave.
Philadelphia, PA 19124
215-533-1600

Description:

Ready-to-run plastic and metal steam locomotive

Features:

Cab interior
Can motor
DCC ready
Directional headlights
Drawbar pull: 38 ounces
Engine weight: 12 pounds
Knuckle couplers
LED lighting in firebox
Minimum radius: 32 1/2"
Movable reverse lever in cab with working valve gear
Sliding cab windows
Smoke generator

Performance:

Minimum, midrange, and maximum speeds on filtered DC, straight track:

Scale mph	Load	Volts	Amperes
3.3	Free	4.2	.20
7.8	Free	6.0	.22
20.9	Free	12.0	.23
46.0	Free	20.0	.26
-	Slipping	20.0	2.00
-	Stalled	20.0	3.40

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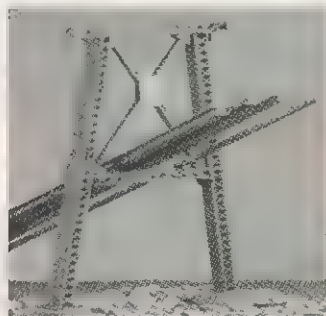
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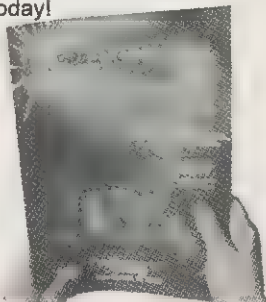
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Product Reviews

N scale Rail Diesel Cars



After admiring the crisp detail on Kato's new N scale Rail Diesel Cars (RDCs), my next immediate thought was, "So where in heck's the motor?"

That's because I could look right through the side windows of these well-engineered, DCC-ready models. Taking a design cue from the prototype, Kato has cleverly concealed the motor and drive train within the floor, which preserves the see-through effect.

The Budd Co. introduced its line of self-propelled, stainless-steel RDCs in September 1949 and marketed them as an economical way for railroads to provide passenger service on light-density routes. The New York Central received the first RDC in April 1950.

All RDCs were 85'-0" long, except the RDC-4 (73'-0"), and each version offered different features starting with the RDC-1 90-seat coach. The RDC-2 was a 71-seat combine with a 17-foot baggage section, the RDC-3 had 49 seats plus a 16-foot baggage area and a 17-foot Railway Post Office apartment. The shorter RDC-4 was a self-propelled RPO with a 30-foot postal apartment and a 31-foot baggage compartment.

Kato's models represent the early versions of Budd's RDC-1, RDC-2, and RDC-3, produced from 1950 to 1956, as well as a correctly proportioned early-version RDC-4.

According to *Budd Car, The RDC Story* (The Weekend Chief Publishing Co.), Budd built 398 RDCs through 1962. The RDC-1 was the most popular with 239 units built, followed by the RDC-2 (67), RDC-3 (48), and the RDC-4 (14). Budd also built 30 unpowered RDC-9 trailers for the Boston & Maine and six special cab cars for the New Haven's all-RDC *Roger Williams* trains.

A pair of 275-horsepower General Motors diesel engines powered the RDC through an Allison torque converter driving the inner axle of each truck.

N scale Budd Rail Diesel Cars

Price: \$159.98 two-car set;
 \$79.98 single car

Manufacturer:

Kato USA
 100 Remington Rd.
 Schaumburg, IL 60173
www.katousa.com

Features:

Directional amber LED headlights and
 red rear LED markers
 DCC ready
 Drawbar pull: .64 ounces
 (.32 ounces RDC-4)
 Engine weight: 2.3 ounces
 (2 ounces RDC-4)
 Minimum radius: 9"

Performance:

Minimum, midrange, and maximum
 speeds on filtered DC, straight track:

Scale mph	Load	Volts	Amperes
7.0	Free	1.8	.09
35.7	Free	3.0	.10
116.0	Free	6.0	.15
187.0	Free	9.0	.20
249.0	Free	12.0	.22
-	Slipping	12.0	.34
-	Stalled	12.0	.80

Road names:

Alaska RR
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 Canadian Pacific
 Chicago & North Western
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 New York Central
 Northern Pacific
 Rock Island
 Santa Fe
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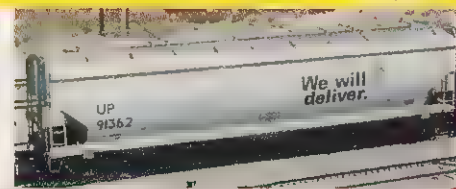


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ACF 4850 Covered Hopper



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as Four 3-Car
Sets



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4-Bay Cylindrical Covered Hopper



Six Car #'s (Two Sets) in White with Red Lettering.



Six Car #'s (Two Sets) in Gray with Black Lettering.

Canadian Pacific

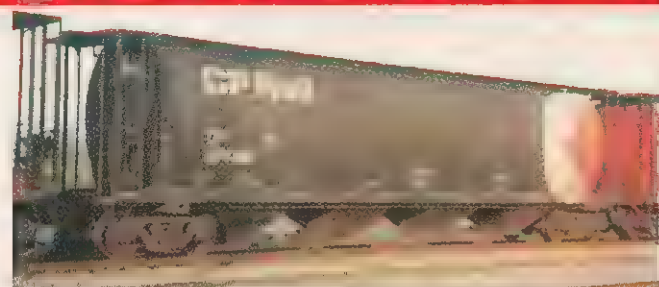
HON
SCALE
SPECIAL RUN

N
SCALE
SPECIAL RUN

CP Rail



Six Car #'s (Two Sets) in Script Lettering.



Six Car #'s (Two Sets) with Multi-Mark.

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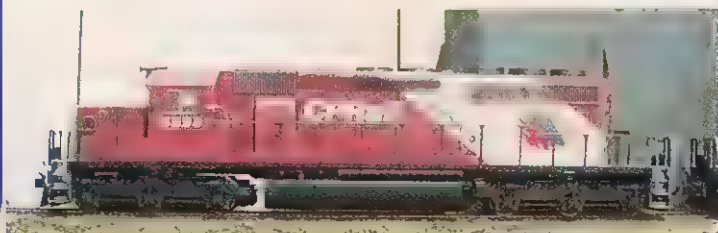
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Product Reviews

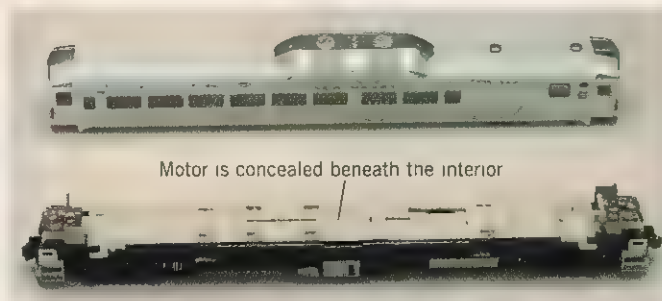
Kato has mounted a five-pole, straight-wound, open-frame, double-ended motor horizontally inside the cast zinc alloy frame. The metal frame is nestled inside a cast plastic frame that extends the length of the model.

Two long acetal plastic drive shafts connect the universals on the motor shaft and the trucks. Brass worms transfer the motion to all four axles. The wheels are chemically darkened and match National Model Railroad Association standards.

Power is conducted through the wheels to brass bearing plates holding the axle ends. A series of phosphor bronze pickups and internal contact strips transfer the current to the motor.

Digitrax recently has introduced its DN122 Digital Command Control (DCC) decoder, which is designed to fit all four Kato RDC models. Installation involves partially disassembling the model, but no soldering is needed.

The models have directional amber light-emitting diode (LED) headlights



and red LED rear marker lights. The effect of the latter is especially attractive. Kato also offers an interior lighting kit as a separate item.

The short-shank couplers are body-mounted and compatible with Micro-Trains and similar knuckle couplers, providing close coupling on curves of 9" radius or larger. Kato also includes longer shank couplers for use with tighter curves. Both styles of couplers are designed for manual operation, so if you want automatic magnetic uncoupling, you'll also need to install the metal trip pins Kato provides.

The couplers on our models were mounted too low, but this shouldn't be

a big problem. Typically RDCs operated alone or in a consist with other RDCs. Although the prototype's drive train was sturdy, the Budd Co. didn't recommend using its RDCs to move freight cars. If you follow this prototype practice, the low coupler height won't be an issue.

The details and dimensions on all four of Kato's models closely match the prototype drawings published in the September 1967 issue of *Railroad Model Craftsman*.

The paint on the crisply molded models is evenly applied and the lettering is excellent. The window edges are outlined in black, simulating rubber seals, and the cast-on, painted windshield wipers are well done. The purchaser needs to attach the gray cast-plastic horns, roof-mounted air vents, and the mail hooks which press-fit into holes cast into the RDC-3 and RDC-4. You'll probably want to paint these parts silver beforehand to match the carbody color.

And your wife says there's no passion left in you.



O Scale Engines

Radio Control Cars

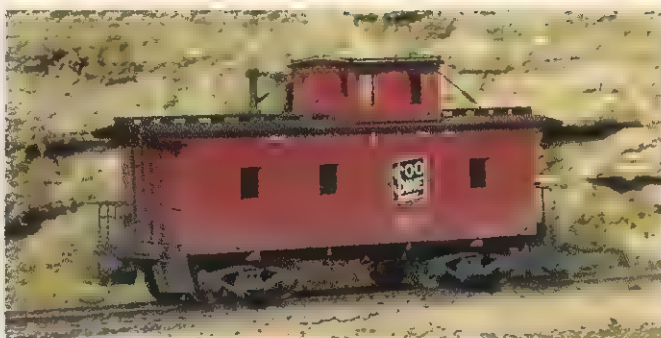
The black plastic trucks have good relief detail. The radiator assembly is a separate piece that comes installed.

Our models started smoothly and were quiet except at the higher speed ranges. The absence of a flywheel undoubtedly contributes to their proclivity to "get up and go," a common prototype characteristic. However, our models far surpassed realistic operating speeds. If you use DCC, a loadable speed table and the 128-step feature will provide much more throttle range and more realistic speeds.

I couldn't see any factory lubrication on our models, so I lightly lubricated the gears, bearings, and motor bearings with plastic compatible oil.

The drawbar pull on the RDC-1, -2, and -3 is equivalent to about 15 40-foot cars on straight, level track. The lighter RDC-4's drawbar pull equals about seven 40-foot cars. And although they'll operate on 9 1/4"-radius curves, RDCs are long pieces of equipment and will look much better on broader curves.

Apart from the coupler height, Kato's RDCs are superb models. —Paul Schmidt, associate editor



HO Soo Line wooden cabooses

Soo Line modelers are dancing in the aisles over this new HO scale release from Centralia Car Shops. The long-awaited styrene kit depicts the most common type of Soo Line wooden cabooses and offers a desirable prototype with great detail at an affordable price.

After acquiring a variety of cabooses from different builders, the Minneapolis, St. Paul, & Sault Ste. Marie Ry. (Soo Line) settled on a standard design from American Car & Foundry in 1906. The new wooden ACF cars measured 33'-9"

across the coupler pulling faces and had wood underframes. In 1913, the railroad began building its own cabooses at its shop in Shoreham, Minn. Over seven years, the Soo acquired 133 of these cabooses.

Between 1914 and 1924, 31 similar cabooses were built to replace

retired or damaged cars for the Soo itself and its two subsidiaries, the Wisconsin Central and the Duluth, South Shore & Atlantic.

In 1924, the Soo decided to overhaul and standardize this fleet of wooden cabooses with steel underframes and new cupolas, giving them a "family" look for the next 30 years. Many of these cars lasted until the late '70s in branchline and transfer service until they were replaced with steel cabooses.

Continued on page 24

HO Train Sets



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Just as express traffic was important to the railroads' bottom line, so should the REA Transfer Building be a vital part of your Union Station scene.

933-3095 \$44.98

**NEW HO READY-TO-RUN**

50' Railway Express Agency Express Reefer

REA Express Reefers ran on passenger trains across the country, carrying highly perishable cargo to distant customers. This new model features a detailed, one-piece body with separately applied ice hatches (nonoperable) and roofwalk. Also included are wire grab irons, express trucks with metal wheelsets and working knuckle couplers.

50' Reefers, \$24.98 each

932-6241	REA Express (Hunter Green with full name herald)
932-6242	REA Express (Hunter Green with REA logo herald)
932-6243	REA Express (Chromate Green)
932-6244	ATSF
932-6245	GN
932-6246	Atlantic Coast Line
932-6240	Undecorated



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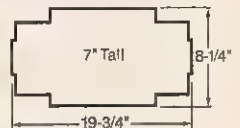


NEW HO KIT

Union Station

Since the glory days of steam, grand terminals like Union Station have been regarded as a welcome arena – the place where visitors got their first taste of the city. Still true today, many of these same depots play host to passengers on Amtrak and commuter lines.

The new Union Station kit is a perfect hub for your passenger trains. Featuring an impressive simulated cut-stone facade, columns, skylights, rooftop clock (nonoperating), end door canopies and realistic decals, this unique model has all of the elements of the impressive original. **933-3094 \$59.98**



NEW HO KIT

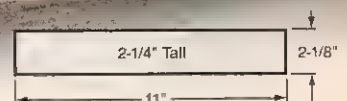
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Kit includes two subway entrances



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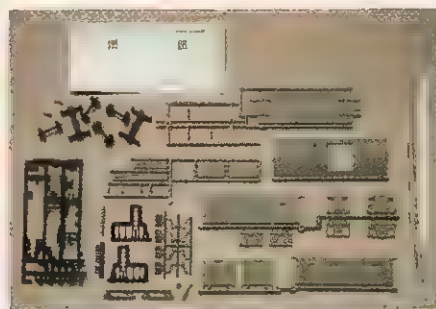
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Product Reviews

Continued from page 21



The Centralia Car Shops model matches the 1906 to 1913 prototype as it appeared after the 1920s rebuilding program. This caboose comes as a flat styrene kit, similar to resin kits but a lot easier to assemble. It also includes .012" wire and decals covering most of the Soo's lettering schemes, but paint, couplers, and weights are not included.

Centralia supplies a two-sided page of brief instructions with diagrams broken into five basic steps. They also have included a one-page sheet of notes explaining the more difficult tasks.

I highly recommend using a prototype photo as a reference when building this kit! Though the Soo had standardized its caboose fleet, a lot of variations remained including the indiscriminate use of one or two side windows in the cupolas (the kit offers both). Judging from the sources I checked, there's no rhyme or reason for this practice.

For more information on Soo Line wooden cabooses and a very detailed article on assembling this kit, refer to the spring 2002 issue of *The SOO*, published by the Soo Line Historical and Technical Society. You can order it at www.sooline.org or write to SOO Back Issues, 702 W. Green St., Watertown, WI 53098-2508.

It took five evenings to complete my kit. The styrene pieces are nicely molded with good detail and are free from flash. Though the instructions were somewhat vague, the basic car-body went together easily using Testor's liquid styrene cement. I found it was easier to work on the model in three sub-assemblies: the frame, the car body and main roof, and the cupola.

I built the underframe assembly first, including the airbrake system, trucks, and Kadec no. 5 Magne-Matic couplers and boxes.

I glued 3/8"-square styrene blocks behind each end door, then drilled through the bottom of the frame to secure the body with 0-48 x 3/8" screws.

I formed all of the grab irons from .012" wire, drilled mounting holes with

a no. 79 bit, and attached the grab irons with drops of cyanoacrylate adhesive (CA). For the curved side grab irons, I bent the wire around a 1/2"-diameter dowel so they would be uniform.

The instructions do not mention placement of the cupola supports. Soo Line Historical and Technical Society member Dennis Storzek informed me that the correct spacing on the cupola supports is 1 1/8" from the long end, 1/8" from the short end, and 1/8" from the edge of the roof on each side.

Adding the continuous cupola roof grab was by far the most difficult part. After making the first bend in the .012" wire, I slipped Detail Associates long-shanked eyebolts on the wire. Then I inserted each eyebolt into its hole as I worked my way around the roof, securing them with CA.

The ladders and end railings are very fragile and require great care to remove them from their sprues. Enlarging the railing mounting holes helped a lot when it came time to attach them.

I airbrushed my caboose to match a 1960s photo of prototype no. 115. I painted the trucks, underframe, and the roof with Polly Scale Engine Black and the car body Soo Line Red. After applying the decals, I weathered the car with Polly Scale L&N gray and installed Life-Like Proto 2000 33" wheelsets.

The finished car weighs just over one ounce, so I added A-Line self-adhesive weights to bring the car up to the National Model Railroad Association's recommended practice of three ounces for a car this size (one ounce plus 1/2-ounce per inch of length).

Because of their longevity, this great caboose from Centralia Car Shops would be at home on any Soo Line layout from the 1930s to 1980. — David Popp, associate editor

HO Soo Line wooden caboose

Price \$35

Manufacturer:

Centralia Car Shops
Distributed by Des Plaines Hobbies
1468 Lee St.
Des Plaines, IL 60018

Description:

Plastic kit with trucks and decals, less couplers and weight

Road name:

CCS1101 Soo Line



Miller Engineering's drive-in movie theater incorporates animation, sound, and lighting effects to make the finished model come alive. Modelers in HO, N, and Z scales can build and enjoy the magic of a miniature drive-in theater that shows actual movies.

With the addition of a videocassette player, any VHS recording, from home movies to the latest video rental, can be shown on the theater's "big screen." The HO model I built uses a liquid crystal display (LCD) with a 5.6" screen while the N and Z scale versions are appropriately smaller.

The kit contains two packets of well-illustrated instructions, including many exploded views and diagrams. The components include two large photo-etched stainless-steel sheets which assemble into the theater's four major structures. Laser-cut plastic sidewalks and bases are provided for these structures along with fiber optic marquee chase lights, electroluminescent signs, and interior lighting, which turns this kit into a very lively and impressive finished scene.

The structures are easy to assemble, as the parts are well engineered and fit together perfectly. Thin CA is the primary adhesive, and accelerator is helpful. After separating the stainless pieces from their frets, the parts fold into the structures like Japanese origami. A new single-edge razor is an effective cutting device, but be careful of the sharp edges which are left on the frets and parts. They're easily corralled with masking tape and a small fine file to dress down the edges. This filing is a bit time consuming, but it's time well spent.

The electroluminescent lighting is also simple to install, though some parts are quite delicate. The backs of

some signs are meant to be painted, and this must be done carefully.

It takes more effort to assemble the marquee, which is a marvel of lighting and animation. The builder must form about 100 "light bulbs" by briefly heating the tips of the individual fiber optic strands near a candle flame. The strands are threaded through tiny holes in the marquee, bundled, and joined to a circuit that makes the lights dance around the changeable movie sign. This takes a fair amount of close work, but the result is well worth it. Unfortunately, the tiny chase lights don't show up very well in the photos.

The electroluminescent (EL) lamps are paper-thin and elegantly re-create appropriate neon and other illuminated signs for the drive-in entrance as well as interior lighting for the snack bar. The EL signs are powered by three AA batteries. These signs deliver a soft, neon-like glow, produce almost no heat, are flexible, do not burn out, and can be alternately powered by any 4.5 volt DC source. They can be cut with scissors, are easy to install, and trouble-free.

The LCD screen and marquee chase lights are powered by an adapter that plugs into a 110-volt AC outlet. The video signal can be from a TV, VCR, cable, DVD, satellite, or camcorder. Controls for brightness, contrast, and color balance are beneath the base. The screen image is very sharp and clear from the front, but there's a loss of clarity when it's viewed from an angle.

Some basic soldering skills are helpful for wiring this kit, but not essential. The battery holders, circuit boards, EL signs, switches, and transformers must be connected, but it's all straightforward wiring and well documented.

FRUSTRATED?



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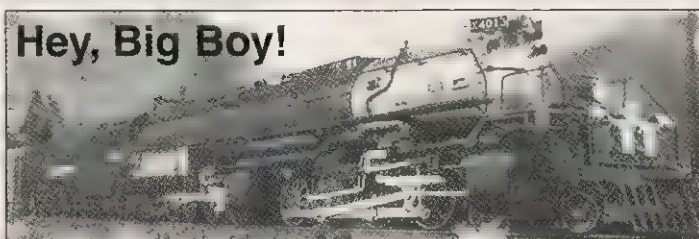
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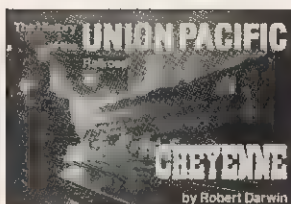
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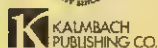


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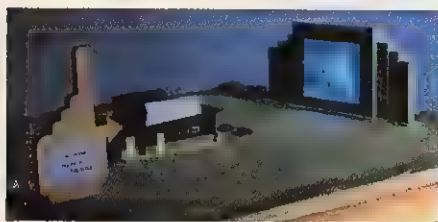
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Product Reviews



Airbrushing is required to obtain a nice finish. I painted my model with Badger acrylics, though the manufacturer recommends Floquil paints. It's imperative to wash the metal parts before painting.

The model requires a 24" x 30" base, which I built out of 3/4" plywood with a simple frame underneath to protect the wiring and electronics. The LCD screen doesn't sit flush on the base, but rests within a cutout in the surface. Keep in mind that access to the underside is necessary when you install the theater.

A set of very well-designed stencils and actual-size floor plans make placing the components and airbrushing the parking space lines a pleasure. Coating the backs of the stencils with spray adhesive, as explained in the instructions, is a great idea as they must lie flat on the pavement for crisp results.

When you have completed the electrical connections, switched on the marquee, and parked a dozen autos in the theater, pop a favorite video into your VCR, lower the lights, and grab a bowl of popcorn. — *Bob Mitchell (Bob is an MR author and veteran HO modeler)*

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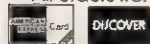
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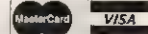
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VERY LIMITED QUANTITIES

WOODLAND SCENICS (HO)

GRAND VALLEY LAYOUT KIT

LIST.....#1483.....\$459.95

SALE.....\$299.95

GRAND VALLEY TRACK PACK

LIST.....#589.....\$69.95

SALE.....\$49.95

CITY AND INDUSTRY KIT

LIST.....#1486.....\$149.95

SALE.....\$89.95

COMBO SPECIAL.....\$399.95

WALTHERS

NEW HO KIT

UNION STATION

LIST.....\$59.95

SALE.....\$39.95

933-3094

PLATFORM SHELTERS

LIST.....\$24.95

SALE.....\$16.95

933-3175

(HO) WALTHERS

PARKVIEW TERRACE

LIST.....\$29.95

SALE.....\$19.95

933-3176

BROWN

933-3177

TUSCAN

BACKGROUND BUILDING

Walthers HO Building Kits

1050	Motor Kit Brdg/Pump.....	\$13.95
3000	Don's Shoe Store.....	\$7.49
3001	Gemini Building.....	\$7.49
3002	Bhl's Glass Shop.....	\$7.49
3004	Wallschlager Motors.....	\$7.49
3005	United Trucking Terminal.....	\$7.49
3006	Interstate Fuel & Oil.....	\$17.95
3007	2 Stall Engine House.....	\$20.28
3012	Double Track Truss Bridge.....	\$15.38
3015	O.L. King & Sons Coal Yard.....	\$15.38
3016	Allied Rail Rebuilders.....	\$19.58
3017	New River Mining.....	\$25.88
3018	Golden Valley Canning.....	\$18.88
3019	Medusa Cement.....	\$22.95
3021	Northern Light & Power.....	\$22.95
3022	ADM Grain Elevator.....	\$22.95
3024	Milwaukee Beer & Ale.....	\$48.95
3025	NL&P Substation.....	\$18.88
3026	Flour Mill.....	\$24.95
3028	Merchants Row I.....	\$20.95
3029	Merchants Row II.....	\$20.95
3030	White Tower Restaurant.....	\$9.95
3031	Bailey Savings & Loan.....	\$17.95
3033	Neighborhood Food Mart.....	\$11.18
3034	Adam's Rib Restaurant.....	\$9.95
3035	Interstate Gas Station.....	\$7.49
3036	Grain Elev Farmers Co-op.....	\$19.58
3037	Western Ave Fire Station.....	\$9.95
3039	Backshop.....	\$25.88
3040	Car Shop.....	\$25.88
3041	Roundhouse.....	\$27.95
3042	Coaling Tower.....	\$27.95
3043	Steel Water Tank.....	\$17.95
3044	Harwood Furniture Factory.....	\$27.95
3045	Vulcan Manufacturing Co.....	\$24.65
3046	George Roberts Printing.....	\$24.48
3047	Stockyard.....	\$17.48
3048	Champion Meat Pkg.....	\$27.95
3049	Icehouse and Platform.....	\$21.69
3051	Coal Flood Loader.....	\$19.95
3052	Rolling Mill.....	\$34.95
3053	Coke Oven-Quencher.....	\$69.95
3054	Blast Furnace w/stoves.....	\$79.95
3055	Tri-State Power.....	\$27.95
3057	Lumber Yard.....	\$27.95
3058	Sawmill.....	\$48.95
3061	Sunrise Feed Mill.....	\$17.48
3062	Glacier Gravel Co.....	\$27.95
3063	Clarksville Depot.....	\$16.95
3064	Merchants Row III.....	\$13.95
3065	Ore Dock.....	\$55.95
3066	Pier Terminal.....	\$41.95
3067	Pier/Traveling Crane.....	\$52.48
3068	Carfloat Apron.....	\$27.95
3069	Front Street Warehouse.....	\$34.95
3070	Bascule Bridge.....	\$55.95
3071	Interlocking Tower.....	\$13.95
3072	Al's Victory Service.....	\$15.38
3073	Midstate Marble Products.....	\$27.95
3074	Head Office.....	\$37.95
3075	Stamping Plant.....	\$44.95
3079	Auto Assembly Plant.....	\$55.95
3080	Miranda's Bananas.....	\$27.95
3081	Plastic Transfer Facility.....	\$24.45
3082	Mills Bros Lumber Whsr.....	\$34.95
3083	Backwoods Loco Car Shop.....	\$27.95
3084	Lakeside Shipping.....	\$22.95
3085	Black Gold Asphalt Plant.....	\$55.95
3086	Blue Star Ready Mix.....	\$27.95
3087	Goldenflame Fuel Co.....	\$34.95
3088	Dbl Track Swing Bridge.....	\$44.95
3089	Western Flood Loader.....	\$24.95
3090	Columbia Feed.....	\$24.95
3096	Valley Growers.....	\$24.95
3101	Electric Utility Pole Set.....	\$6.95
3102	Overhead Traveling Crane.....	\$7.49
3104	40' Oil Loading Platform.....	\$7.95
3105	Piping Kit.....	\$4.18
3114	Refinery Piping Kit.....	\$6.95
3119	EMD 567 Prime Mover.....	\$2.75
3121	Transmission Tower.....	\$11.18
3123	Big Grain Storage Bin.....	\$9.95
3124	Grain Conveyor.....	\$9.95
3125	Chain Link Fence.....	\$6.95

Walthers HO Building Kits

3126	Transformer.....	\$6.95
3128	Grain Dryer.....	\$6.95
3129	LP/Ammonia Storage Tanks.....	\$7.95
3130	NL&P Power House Int.....	\$6.95
3137	Grade Crossing.....	\$4.88
3138	Street System-Concrete.....	\$8.38
3139	Street System-Brick.....	\$8.38
3140	Street Track Insert Set.....	\$10.95
3143	Beef Cattle Set.....	\$3.49
3144	Sawmill Outbuilding.....	\$27.95
3145	Rotary Dumper.....	\$27.95
3146	Log Unloader.....	\$13.95
3147	Trestle w/Deck Grd Brgd 2.....	\$20.95
3150	Heavy Duty Crane.....	\$7.95
3152	Railroad Carfloat.....	\$27.95
3153	Tug Boat.....	\$39.95
3155	Street System Str Concrete.....	\$7.95
3156	Street System Str Brick.....	\$7.95
3160	Cent Mills Bld Back.....	\$15.38
3161	Variety Printing Bld Back.....	\$15.38
3163	Wind Turbines.....	\$8.95
3164	Heritage Furniture.....	\$20.95
3165	Shop Building No.....	\$20.95
3166	Team Track Scene.....	\$20.95
3167	Oil Storage Tank Wide.....	\$17.95
3168	Oil Storage Tank Tall.....	\$17.95
3169	Truck Loading Rack.....	\$14.95
3170	Oil Pump.....	\$14.95
3171	Turntable Kit w/o Motor.....	\$27.95
3172	Armstrong Electric.....	\$19.95
3174	LCL Container Terminal Reg.....	\$19.95
3503	Air Filtration Duckwork Bldg.....	\$19.95
3506	Industrial Substation.....	\$13.95
3507	Wooden Water Tanks.....	\$6.95
3509	Brick Smokestack.....	\$6.99
3510	Wall Mount Dust Collector.....	\$6.95
3511	Track Bumpers.....	\$6.95
3514	Tank Details.....	\$7.95
3515	Caged Ladders.....	\$6.95
3516	Dumpster Set.....	\$7.95
3517	Yard Office & Details.....	\$7.95
3519	Bulk Transfer Conveyor.....	\$19.95
3600	River Road Mercantile.....	\$19.95
3601	Aunt Lucy's.....	\$19.95
3602	Willow Glen Bridge.....	\$17.95
3603	Rocky Point Lighthouse.....	\$34.95
3604	Smith's General Store.....	\$19.95
3605	Wally's Warehouse.....	\$19.95
3606	Cottage Grove Church.....	\$19.95
3607	Cottage Grove School.....	\$19.95
3608	Lake Forrest Cottage.....	\$16.95
3705	United Petroleum Refining Dlx.....	\$36.95
3709	LCL Container Terminal Dlx.....	\$34.95

Walther's HO "Built-Up" Kits

2800	Trackside Buildings (yellow).....	\$20.95
2801	Speeder w/Shed (yellow).....	\$12.95
2802	Crossing Gates, Shanty & Access.....	\$9.95
2803	Trackside Building (cream).....	\$20.95
2804	Speeder w/Shed (cream).....	\$12.95
2805	Crossing Gates, Shanty & Poles.....	\$9.95
2806	Golden Valley Depot (yellow).....	\$19.95
2807	Golden Valley Depot (cream).....	\$19.95
2808	Golden Valley Depot (lt. gray).....	\$19.95
2809	Firehouse.....	\$24.95

ATLAS MASTER DCC

#330	Commander.....	\$89.95
#331	Hand Command.....	\$79.95
#332	DCC Duo Pack.....	\$109.95
#335	Generator.....	\$24.95
#340	HO Dual-Mode.....	\$17.95

MRC SOUND STATION 312

18 DIFFERENT SOUNDS

LIST.....	\$69.98
SALE.....	\$39.95

Walthers Code 83 HO Track

803	No. 6 LH.....	\$9.95
804	No. 6 RH.....	\$9.95
805	No. 8 LH.....	\$11.88
806	No. 8 RH.....	\$11.88
807	No. 4 Wye.....	\$9.95
808	No. 6 3-Way.....	\$20.98
812	No. 6 Double Crossover.....	\$34.98
814	No. 6 Double Slip.....	\$31.48
826	No. 6.5 LH Curved.....	\$18.88
827	No. 6.5 RH Curved.....	\$18.88
828	No. 8 LH Curved.....	\$18.88
829	No. 8 RH Curved.....	\$18.88
883	No. 5 Wye.....	\$9.95
884	No. 10 LH Turnout.....	\$18.88
885	No. 10 RH Turnout.....	\$18.88
887	No. 2 Wye.....	\$9.95
888	No. 7.5 LH Curved.....	\$20.28
889	No. 7.5 RH Curved.....	\$20.28
890	No. 2.5 Wye.....	\$9.95
891	No. 5 LH.....	\$9.95
892	No. 5 RH.....	\$9.95
893	No. 3 Wye.....	\$9.95
894	No. 7 LH Curved.....	\$19.58
895	No. 7 RH Curved.....	\$19.58
896	No. 8 Double Slip.....	\$38.48

TRACK ACCESSORIES

360	Spikes.....	\$4.06
830	30 Degree Crossing.....	\$11.18
831	45 Degree Crossing.....	\$11.18
832	60 Degree Crossing.....	\$11.18
833	90 Degree Crossing.....	\$11.18
841	Rail Joiners Code 83.....	\$4.89
886	Bridge Track w/guard rails.....	\$13.29
897	Transition Track.....	\$4.18
898	Transition Code 83 to 70.....	\$4.18
899	Bridge Track.....	\$9.95

PECO HO TRACK

86	No. 6 RH curved insulfrog.....	\$12.59
87	No. 6 LH curved insulfrog.....	\$12.59
88	No. 6 RH (lg) insulfrog.....	\$11.89
89	No. 6 LH (lg) insulfrog.....	\$11.89
91	No. 4 RH (sm) insulfrog.....	\$9.79
92	No. 4 LH (sm) insulfrog.....	\$9.79
95	No. 5 RH (med) insulfrog.....	\$10.49
96	No. 5 LH (med) insulfrog.....	\$10.49
97	No. 3 Wye insulfrog.....	\$9.79
98	No. 5 Wye insulfrog.....	\$11.19
99	No. 6 3-way insulfrog.....	\$25.19
ST244	No. 6 curved RH insulfrog.....	\$14.69
ST245	No. 6 curved LH insulfrog.....	\$14.69
PL-10	Switch Machine.....	\$5.49

SHINOHARA HO TRACK

101	No. 4 LH Turnout.....	\$12.49
102	No. 4 RH Turnout.....	\$12.49
103	No. 6 LH Turnout.....	\$12.49
104	No. 6 RH Turnout.....	\$12.49
105	No. 8 LH Turnout.....	\$14.95
106	No. 8 RH Turnout.....	\$14.95
107	No. 4 Wye Turnout.....	\$14.95
108	No. 6 3-way.....	\$29.95
109	No. 6 Single Crossover Left.....	\$26.95
110	No. 6 Single Crossover Rgt.....	\$26.95
111	No. 4 Double Crossing.....	\$39.95
112	No. 6 Double Crossing.....	\$39.95
118	No. 6 Wye.....	\$14.95
126	No. 6 Curved (24"-20") LH.....	\$19.95
127	No. 6 Curved (24"-20") RH.....	\$19.95
128	No. 8 Curved (36"-32") LH.....	\$24.95
129	No. 8 Curved (36"-32") RH.....	\$24.95
141	Rail Joiners.....	\$5.95



All Other Inquiries Including Order Status/Tracking Call 770-333-0190

KATONENITRACK

1997

3269	Interstate Trucking Co.	\$17.25
3270	Union City Trucking Co.	\$17.25
3271	The Marine Transport	\$17.48
3272	2. Swift Transport	\$17.50
3273	Shad. J. T. & Son, Inc.	\$8.25
3274	Smith Trucking Co.	\$19.50
3275	University of Texas	\$8.75
3276	One Great Bridge	\$8.25
3277	Red Wing Milling Co.	\$22.25
3278	Northwest Light & Power	\$22.25
3279	Tank of Texas	\$13.25
3280	North Texas Railway	\$17.48
3281	New River Railway	\$12.25
3282	Oil Service Tank	\$8.25
3283	Maritime Road	\$12.25
3284	Northwest	\$22.25
3285	Carroll	\$22.25
3286	Gray Rubber Printing Co.	\$22.25
3287	Gray Rubber Printing Co.	\$22.25
3288	Gray Rubber Printing Co.	\$22.25
3289	Gray Rubber Printing Co.	\$22.25
3290	Gray Rubber Printing Co.	\$22.25
3291	Gray Rubber Printing Co.	\$22.25
3292	Gray Rubber Printing Co.	\$22.25
3293	Gray Rubber Printing Co.	\$22.25
3294	Gray Rubber Printing Co.	\$22.25
3295	Gray Rubber Printing Co.	\$22.25
3296	Gray Rubber Printing Co.	\$22.25
3297	Gray Rubber Printing Co.	\$22.25
3298	Gray Rubber Printing Co.	\$22.25
3299	Gray Rubber Printing Co.	\$22.25
3300	Gray Rubber Printing Co.	\$22.25

1400	The Glass Viper.....	\$15.99
1401	Smother the Boarding Viper.....	\$15.99
1402	Submarine Viper.....	\$14.40
1403	Evon Emerald.....	\$14.79
1404	2nd Floor Walk.....	\$14.49
1405	Paper Kites.....	\$9.99
1406	Four Kids Ride Away.....	\$9.49
1407	Don't Start Your Car.....	\$14.40
1408	Old World Impression.....	\$11.99
1409	Power and the Sea & Gold.....	\$9.99
1410	Love, Tragic Circle.....	\$9.99
1411	Love, Tragic Circle.....	\$11.99
1412	Golden Gate Summer House.....	\$11.99
1413	Power & Gold.....	\$9.99

1408	102" Heavy 4 Ply	\$1.79
1409	1" Ribbed 4 Ply	\$4.13
1410	2" Ribbed 4 Ply	\$5.59
1411	2" Ribbed 4 Ply	\$6.59
1412	1" Solid 4 Ply	\$9.50
1413	1/2" Impact Set	\$5.59
1414	2" Impact Starters 4 Ply	\$1.79
1415	1/2" Impact Starters 2 Ply	\$1.79
1416	1/2" Impact 4 Ply	\$1.49
1417	2" Impact Starters 4 Ply	\$2.79
1418	1/2" Impact Set	\$7.59
1419	1/2" Impact Set	\$4.29
1420	1/2" Impact 4 Ply	\$6.79
1421	1/2" Impact 4 Ply	\$8.19
1422	1/2" Impact 4 Ply	\$9.79
1423	1/2" Impact 4 Ply	\$8.19
1424	1/2" Impact 4 Ply	\$6.59
1425	1/2" Impact 4 Ply	\$8.19
1426	1/2" Impact 4 Ply	\$6.59
1427	1/2" Impact 4 Ply	\$6.59

548	Ammonia (1 gal)	\$3.10
549	Truck Wash (1 gal)	32
550	Top Coat Automotive Wax	\$2.70
551	104-300 Parking Tape	\$4.75
552	Truck Bed Liner (1 gal)	\$17.50
553	Truck Bed Liner (1 gal)	\$16.11
554	Truck Bed Liner (1 gal)	\$6.10
555	Truck Bed Liner (1 gal)	\$17.50
556	Truck Bed Liner (1 gal)	\$7.75

0130	Seal-Glue (Gum)	\$4.75
0131	Seal-Glue (Gum)	\$7.50
0132	Seal-Glue (Gum)	\$2.75
0133	Seal-Glue (Gum)	\$2.75
0134	Seal-Glue (Gum)	\$2.75
0135	Seal-Glue (Gum)	\$2.75
0136	Seal-Glue (Gum)	\$2.75
0137	Seal-Glue (Gum)	\$2.75
0138	Seal-Glue (Gum)	\$2.75
0139	Seal-Glue (Gum)	\$2.75
0140	Seal-Glue (Gum)	\$2.75
0141	Seal-Glue (Gum)	\$2.75
0142	Seal-Glue (Gum)	\$2.75
0143	Seal-Glue (Gum)	\$2.75
0144	Seal-Glue (Gum)	\$2.75
0145	Seal-Glue (Gum)	\$2.75
0146	Seal-Glue (Gum)	\$2.75
0147	Seal-Glue (Gum)	\$2.75
0148	Seal-Glue (Gum)	\$2.75
0149	Seal-Glue (Gum)	\$2.75
0150	Seal-Glue (Gum)	\$2.75

0926	Cumulative Landmark K11	812.95
0927	Summary K11	815.95
0928	Mountain Valley Summary K11	844.95
0929	Sub Tropic Summary K11	831.95
0951	Rock Face Landmark K11	87.69
0952	Roofs & Porches Landmark K11	87.69
0953	Tree Landmark K11 (Map)	87.69
0954	Landmark K11 Landmark K11	87.69

1252	Culture Shock (1994).....	\$5.99
1253	Culture Shock (1994).....	\$5.99
1254	Culture Shock (1994).....	\$5.99
1255	Culture Shock (1994).....	\$5.99
1256	Culture Shock (1994).....	\$5.99
1257	Culture Shock (1994).....	\$5.99
1258	Culture Shock (1994).....	\$5.99
1259	Culture Shock (1994).....	\$5.99
1260	Culture Shock (1994).....	\$5.99
1261	Culture Shock (1994).....	\$5.99
1262	Culture Shock (1994).....	\$5.99
1263	Culture Shock (1994).....	\$5.99
1264	Culture Shock (1994).....	\$5.99
1265	Culture Shock (1994).....	\$5.99

1372	Grays (blue)	\$4.99
1373	Red (gray)	\$4.99
1374	Light Gray (blue)	\$4.99
1375	Gray (blue)	\$4.99
1376	Clusters (blue)	\$4.99
1377	Brown (medium)	\$4.99
1378	Red (medium)	\$4.99
1379	Light Gray (medium)	\$4.99
1380	Gray (medium)	\$4.99
1381	Clusters (medium)	\$4.99
1382	Brown (dark)	\$4.99
1383	Red (dark)	\$4.99
1384	Light Gray (dark)	\$4.99
1385	Gray (dark)	\$4.99
1386	Clusters (dark)	\$4.99
1387	Brown (light)	\$4.99
1388	Red (light)	\$4.99
1389	Light Gray (light)	\$4.99
1390	Gray (light)	\$4.99
1391	Clusters (light)	\$4.99
1392	Brown (very light)	\$4.99
1393	Red (very light)	\$4.99
1394	Light Gray (very light)	\$4.99
1395	Gray (very light)	\$4.99

1391	Soft Shell	.....	\$4.99
1392	Earth (Earth)	.....	\$4.99
1393	Vegeta (Vegeta)	.....	\$4.99
1394	Barrel Garden (Barrel)	.....	\$4.99
1395	Green Garden (Green)	.....	\$4.99
1396	Woods (Woods)	.....	\$4.99
1397	Green Field	.....	\$4.99
1398	Green Field	.....	\$4.99
1399	Green Field	.....	\$4.99

1254	Orchids (all species)	50.00
1255	Marl (all species)	50.00
1256	Plant (all species)	50.00
1257	Tree (Ginkgo biloba)	50.00
1258	Tree (Ginkgo biloba)	50.00
1259	Tree (Ginkgo biloba)	50.00
1260	Tree (Ginkgo biloba)	50.00
1261	Tree (Ginkgo biloba)	50.00
1262	Tree (Ginkgo biloba)	50.00
1263	Tree (Ginkgo biloba)	50.00
1264	Tree (Ginkgo biloba)	50.00
1265	Tree (Ginkgo biloba)	50.00
1266	Tree (Ginkgo biloba)	50.00

1099	Alga <i>Desmoureauxi</i> (Fruticosa) <i>Desm.</i>	515.95
1091	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1092	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1095	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1076	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1077	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1080	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1081	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1082	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1083	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1084	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1085	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1086	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1087	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1088	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1089	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
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1091	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1092	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1093	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1094	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1095	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1096	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1097	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1098	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95
1099	Grass <i>Desmodium</i> (Fruticosa) <i>Desm.</i>	515.95

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**Additional shipping charges to HI and AK.
International orders pay actual shipping costs**

Prices subject to change without notice. Quantities may be limited. Be sure to pre-order with us in advance.

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IN STOCK! READY TO SHIP!



#46909 U.P.
 12 CAR #'S
 Built in '65. Still in use.
ONLY 24.97 Reg. 29.98



#41905 C&NW
 12 CAR #'S
 Yellow Car - Black Ends
ONLY 24.97 Reg. 29.98



Advance Reservation - Due in April
 #41908 GN **ONLY 24.97**
 G.N. Had 8 of these. Reg. 29.98
 We have the 8 road #'s
 Min. Red Car White Lettering



Advance Reservation - Due in May
 #419910 N.P. **ONLY 24.97**
 6 CAR #'S. Reg. 29.98
 6 were del. to N.P. in 1966
 Box Car Red N.P. Shadow Let.

H.O. CARS FROM WALTHERS COMPLETELY ASSEMBLED

H.O. 50' AIRSLIDE
 COVERED HOPPERS
 BY WALTHERS
 READY-TO-RUN



ONLY 10.97 EA. Reg. 14.98
2 PK. ONLY 20.97 EA. Reg. 29.98

ST. # SINGLE CAR	ROAD NAME	2 PK. LIMITED RUN DIFF. ROAD #'S
932-3681	UP - Grey with Blue/Red UP Shield	932-23681 2 Pack
932-3682	BN - Grey Car with White Let. LG BN	932-23682 2 Pack
932-3683	Horstmann/Wonder Bread With Red/Blue Let.	932-23683 2 Pack
932-3684	GATX Leasing - Lt. Blue Car w/Te. GATX Air Slide Logo	932-23684 2 Pack
932-3685	CSXT - CSX Beige Car with Black CSX	932-23685 2 Pack
932-3686	BNSF - Box Car Red (Bn. Car) w/Black BNSF Herald	932-23686 2 Pack
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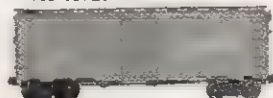
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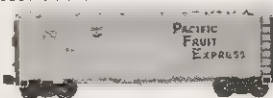
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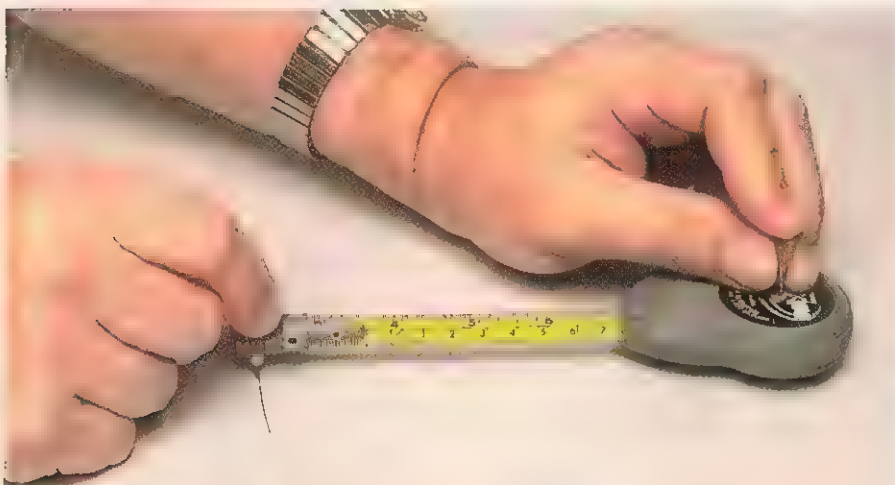
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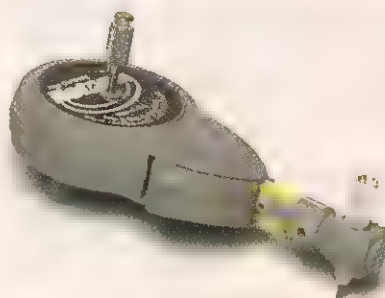
Here's a handy tool that serves double duty: It works like a trammel for drawing accurate arcs and circles when laying out curves and helixes, and it can strike a parallel line using a straightedge as a guide.

Called the Tape Compass (and it looks like a tape measure at first glance), this tool is made by BRAT Manufacturing and it's available from Micro-Mark.

To draw an arc, I pulled the tape out to the desired radius measured against the square edge on the case. The setting equaled the distance from the lead-pencil point to the steel pin point that's inserted through the case. I then swung an arc as the accompanying photo shows.

The Tape Compass can draw up to a 72"-radius circle, which is more than sufficient for laying out curves in the most common scales, down to a 3 1/2"-radius circle.

To draw a parallel line I removed the pin point, pulled out the tape to the desired length plus 1/8" (the width of the straightedge gauge), and slid the



gauge along the edge of the material.

I can see where this feature will be especially handy for laying out parallel tangent tracks over several feet without a lot of additional fuss and measuring. Once I've drawn the main line's track center, I can clamp or tack a straightedge along it and draw a second parallel track center line with the Tape Compass.

Extra leads are included with this clever tool. They also are sold in packages of 12, and a cutting tip also is available. — Paul Schmidt, associate editor

Q. Drilling through foam and plywood: Jim Kelly's article "Majestic mountains rise from our foam plateau" (February 2002 MODEL RAILROADER) raises a question: How do you drill for feeder wires with this kind of benchwork? The combination of foam and plywood is too thick for a standard drill bit. Do you drill a hole in the plywood from below to line up with

the hole in the foam from above? If so, how would you align it?

BRUCE WOLFF

VANCOUVER, BRITISH COLUMBIA

A. MODEL RAILROADER staff members Jim Kelly and Andy Sperandio say they've experienced success drilling through any combination of plywood, lumber, and foam with the sharpened

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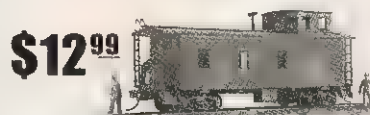
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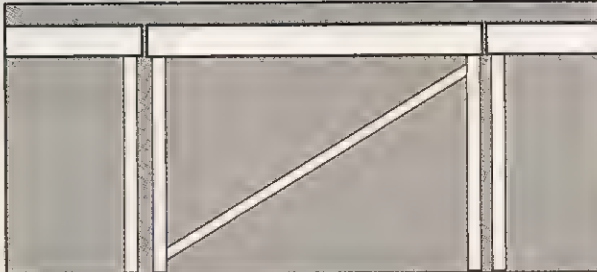
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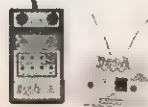
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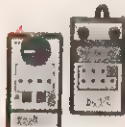


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Workshop

$\frac{1}{16}$ " piano wire "bits" that Jim mentions in the article.

Another solution for drilling down through a combination of foam and wood is long drill bits. These are sometimes called aircraft drill bits, and they come in 6" and 12" lengths. Our local Ace Hardware, Do-it Lumber Center, and Home Depot stores sell them.

I'd purchase a $\frac{1}{8}$ "- or $\frac{3}{16}$ "-diameter bit to make it easier to push the wire through the hole. Later on, you can easily plug the top of the hole with a bit of scrap Styrofoam or plaster over it. — Jim Hediger, senior editor



BOTH PHOTOS, JIM FORBES

Although model track spaced on 13-foot centers looks realistic, the narrow space between cars makes it hard to easily grasp equipment for retrieval or rerailing.



The National Model Railroad Association standard of $2\frac{1}{16}$ " equals 15 HO scale feet, which provides just enough for room for the typical modeler to easily grasp equipment.

Q. Track center spacing: What is the recommended track center spacing in HO scale between a siding and a parallel main line? Looking at the Rock Ridge layout in the January 2002 issue of MR, it seems 2" is generally used between parallel straight tracks.

HYWEL REES

STEVENAGE, HERTS., ENGLAND

A. American railroads typically space parallel, tangent main tracks on minimum 13-foot centers. This is about $1\frac{1}{2}$ "

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in HO scale. The prototype center spacing for a parallel spur track (like a siding) from the main track typically is 16 feet minimum, or about $2\frac{1}{8}$ " in HO.

The National Model Railroad Association's track center table S-8 indicates a minimum of $1\frac{1}{8}$ ", or 13'-3", for tangents in HO. However, the NMRA preferred minimum standard according to S-8 is $2\frac{1}{8}$ ", which is 15 scale feet in HO. This allows for easier coupling and retrieval of 1:87 cars by our 1:1 fingers. Two inches is 14'-7" in HO and is an easy-to-measure distance.

Keep in mind that S-8 generally applies to 20th-century rolling stock. Cars and locomotives from before the turn of the last century typically were narrower and shorter, so tighter clearances on a model railroad depicting this era would be okay. — P. S.

Q. Piggyback flatcars: I model the Santa Fe in the mid-1950s in HO scale. Jeff Wilson's article about piggyback trailers of that era in the August 2001 issue of MR was particularly interesting and I have started to build some of the trailers that he described. Now how do I transport them on my railroad? Which flatcars are suitable and who manufactures them?

ALLAN ROSE, HAMPTON, ENGLAND

A. There are a couple routes you can take to model 1950's-era piggyback flatcars. Walther's sells a 54-foot GSC flatcar (part nos. 932-3750 through 932-3767) that's correct for the era.

You also can kitbash or scratchbuild the flatcars. Search for a list of articles about modeling piggyback flatcars in the Model Train Magazine Index at www.modelrailroader.com. — P. S.

Replacing coupler springs: Here's an easy way to replace those tiny bronze knuckle springs — the ones that can make you pull your hair out the first time you have to replace one.

Start by grabbing the spring with the tip of a hobby knife. The blade is just thick enough to fit snugly between the coils of the spring. Then place the spring over one mounting pin, compress it, and position it over the second. — Jeff Wilson, Racine, Wis.

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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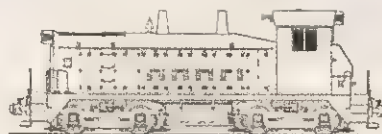
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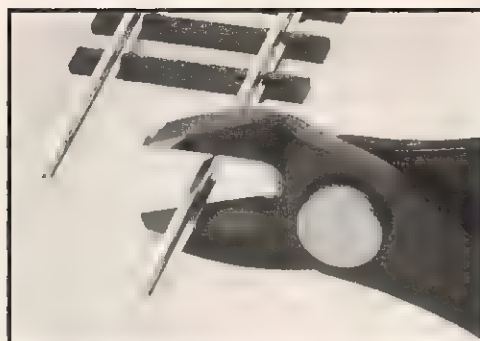
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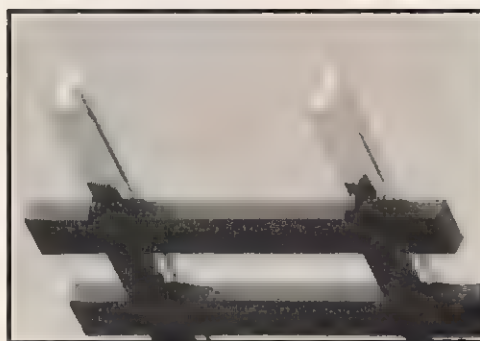
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27000W	Box Car: Penn, C&S, GN, B&O, Undec, Christmas	17.99
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MFG ID: A15

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21100W	2-4-2: SP, SF, UP, GN, Christmas	162.00
21200W	Doodlebug: Undec, Penn, B&O, Mlw, C&RGW, So, ACL, NYC, UP, D&RGW, SF	Exp Ad
21300W	0-4-0: UP, Penn, SF	148.50
21400W	4-6-2 Pacific: SC, SF	396.00
21500W	2-8-2 Mikado (202): Undec, B&O, Penn, UP, SF, SP, So, CN, GN	427.50
22100W	U25B: SF (Zebra), Amtr, NYC, Penn	202.50
22400W	SD45: Undec, SP, Conrail, SF, D&RLW, UP, EL, NS, C&NW, Penn, CSX, BN, Seab, CP	301.50
22500W	Switcher: Undec, B&O, SP, RG, So, CN	85.50
22600W	Ctrl Cab Switcher: Penn, B&O, SF, RG, Undec, UP, SP	166.50
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49840W	GP38, HN: Undec. So	58.99
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MFG ID B01

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TRACTION:

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MFG ID K05

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MFG ID M11

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MR News

CONDUCTED BY DAVID POPP



BOTH PHOTOS, WILLIAM ZUBACK

Longtime model railroader Dick Cecil (left) discusses the next shot with Tri-Marq Productions director Chris Johnson during the taping.

The 60-minute video takes the viewer step-by-step through the process of building this 4 x 8-foot HO scale layout.

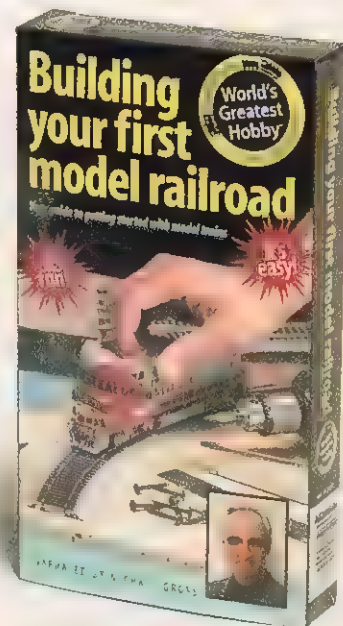
Lights! Camera! Action!

In December the workshop at MODEL RAILROADER was turned into a sound stage to produce a layout construction video for the World's Greatest Hobby campaign. Tri-Marq Productions, a Milwaukee-based video production company, wasted no time in filling the shop with lighting equipment and video cameras. Some special production equipment included a mini-boom for fluid panning shots, a micro-camera to provide realistic HO scale views of the finished layout, and a special time-lapse camera mounted in the ceiling to cover the whole six-day event from start to finish in about 60 seconds.

Working more than ten hours a day, the film crew captured local model rail-

roader Dick Cecil constructing a 4 x 8-foot layout from the ground up with behind-the-scenes help of the whole MR staff. Though the layout was completed in little over a week, filming required every action to be repeated multiple times for the camera, making it seem like we were building three layouts, not just one.

The hour-long program was produced for use by clubs and hobby shops conducting workshops for the WGH campaign. The video gives beginners straightforward guidance to help them build their first layout and will also soon be available in stores. You can see the track plan in our July 2002 issue. — David Popp



► INDUSTRY NEWS

Reboxx has moved

Reboxx, manufacturer of boxes, foam, wheelsets, and weights, has a new address: Reboxx Inc., 7 Kane Industrial Dr., Hudson, MA 01749; www.reboxx.com.

Correction

In the March 2002 issue of MODEL RAILROADER (page 87) we mentioned incorrectly that the locomotive in Melissa Skidmore-Reardon's winning photograph was painted by her "husband Jim Reardon." Jim is actually her father-in-law. — D. P.

Train showcase

The National Orange Show in San Bernardino, Calif., has a new feature: model trains. The expected 200,000 fairgoers will be able to see many train club displays. The free show runs May 23-27. For more info visit www.nationalorangeshow.com.



WILLIAM ZUBACK

Jim Hediger, Jim Kelly, and Rick Johnson earned this year's Customer Focus editorial awards.

Award-winning staff members

The 2001 winners of the second-annual incentive awards for *MODEL RAILROADER* Magazine's Customer Focus program were announced at a breakfast for staff members held January 16, 2002.

Artwork of the year was awarded to illustrator Rick Johnson for the "Wildcat Central" lead artwork in the January 2001 issue.

Letter of the year went to senior editor Jim Hediger for the best response to a reader's inquiry.

Retiring managing editor Jim Kelly cleaned up the rest of the honors: best staff-written feature of the year, the "N scale diesel locomotive roundup" from the June issue; product review of the year, for his review of the Atlas N scale B23-7 locomotive in the May issue; and department of the year for his work on MR News. — D. P.



CHANNELS 10/36

Back on track

Milwaukee Public Television's international series *Tracks Ahead* has returned for its fifth season. Hosted by Spencer Christian (pictured at left) and directed by David Baule, the 13 new half-hour episodes take viewers around the world covering all aspects of trains

and the people who love them. Kalmbach Publishing Co. is an underwriter for the program. *Tracks Ahead* is currently being aired nationwide by over 150 PBS stations. Check trains.com for a list of stations and your local listings for times. — D. P.



CHUCK KOEHLER

Nn3 out-races the rest

Tom Knapp, a member of the "Nn3 Alliance," proudly displays the group's Web address, www.Nn3.org, on his vintage Italian race car. Tom races on the West Coast and is seen here at Laguna Seca for a Sports Car Club of America Vintage Race Weekend last November. It is entirely possible that the 270-strong international group of narrow gauge modelers in 1:148, 1:150, 1:152, and 1:160 scales is the only model railroading organization to sponsor a race car. At least it is the only one the MR staff has ever seen! — D. P.



WSOR patriotic cars

The Wisconsin Southern RR repainted three of its boxcars as patriotic symbols honoring the memory of the victims of the Sept. 11 tragedy and showing support for America's armed forces. Photographer Matt Gaudynski caught up with WSOR 503081, "A Day America Will Never Forget," in Milwaukee, Wis., in December 2001. — D. P.

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MR News

PRODUCT NEWS



Sn3 Mikado: Railmaster Exports has released an Sn3 White Pass & Yukon Route class 70 Mikado in ready-to-run and kit form. The ready-to-run locomotive with a Lenz DCC decoder installed and is priced at \$949. The basic kit with partially assembled mechanism is \$525. The kit with a fully assembled operating mechanism is \$575. Railmaster Exports, 209 Royal Road, Royal Heights, Auckland 8, New Zealand; www.railmaster.co.nz.

HO scale

Accurail announced a new steel panel side 55-ton twin hopper based on a New York Central version of the rebuilt USRA hopper. The cars will be released in these road names: Ann Arbor, Chesapeake & Ohio, Delaware & Hudson, Frisco, Grand Trunk, New Haven, NYC, Pittsburgh & Lake Erie, Union Pacific, Wabash, data only black/oxide, and undecorated. Accurail Inc., P. O. Box 278, Elburn, IL 60119; www accurail.com.



rolling stock. Athearn has also released its Ready-to-Roll Husky Stack car with two containers for the Burlington Northern Santa Fe, Burlington Northern, CSXT, and Trailer Train. Athearn, 19010 Laurel Park Rd., Compton, CA 90220; www.athearn.com.

Aztec is offering a free collection of scale shipping cartons in several sizes. Fifteen cartons are printed on each sheet in either red and black on white paper or green and black on tan paper. Assembly is required. To receive two free sheets of boxes send a SSAE no. 10 (business size) envelope with "free HO boxes" printed on it to: Aztec Manufacturing Co., 2701 Conestoga Drive, No. 113, Carson City, NV 89706; www.aztectrains.com.



Athearn has released its SIECO exterior post plate C 50-foot boxcar. The Genesis-line model features stand-alone details and machined metal wheelsets with rotating bearing caps. The car is offered in these road names: Milwaukee Road, Boston & Maine, Norfolk & Western, Pittsburgh & Lake Erie, St. Lawrence, and undecorated. Also, Athearn announced the inaugural release in its John Deere Classic series, a die-cast Model B tractor. Future releases include a Series 50 die-cast tractor, a collection of John Deere billboards, a John Deere service truck with a load of tires, and other John Deere



Classic Construction Models has introduced an all-brass model of the



HO General Electric 44-ton switcher: Bachmann is releasing a DCC-ready (Digital Command Control) version of its popular GE 44-ton diesel switcher as part of its Spectrum line. The locomotive is available decorated in the U. S. Army Transportation Corps paint scheme and unlettered painted red or yellow. Bachmann Industries Inc., 1400 E. Erie Ave., Philadelphia, PA 19124; www.bachmanntrains.com.

Caterpillar 797 mining truck. Each piece is constructed of investment cast and etched brass parts and features a detailed cab, twin body hoists to raise and lower the dump box, and rubber tires. Price is \$597 plus shipping. Classic Construction Models, 6590 S. W. Fallbrook Place, Beaverton, OR 97008; www.ccmmodels.com.

Con-Cor will release its version of the North Shore Line Electroliner in mid-2002. The model will feature a fly-wheel drive, reversing lights, and is DCC-ready. Con-Cor International, 8101 E. Research Court, Tucson, AZ 85710; www.all-railroads.com.



Downtown Deco is offering an Old Town HO scale structure kit featuring new Hydrocal castings and full-color signs. The structure is also available in three other versions with different signs: The Docks, Red Light District, and Urban Renewal. Downtown Deco, 4319 Rainbow Dr., Missoula, MT 59803; www.downtowndeco.com.

InterMountain Railway Co. has announced that all of the firm's new assembled HO scale freight cars will be equipped with Kadee couplers. Some newly released HO assembled freight cars include: Chicago & North Western ACF Center Flow two-bay covered hopper; Corn Sweeteners 4,750-cubic-foot rib-sided three-bay covered hopper; Dow Chemical Co. ACF Type 27 riveted 10,000-gallon tank car; Minneapolis & St. Louis 1937 American Association of Railroads (AAR) 40-foot boxcar; United States Railroad Administration (USRA) drop bottom gondola. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839; www.intermountain-railway.com.

Kadee announced its latest 40-foot and 50-foot PS-1 boxcars. The cars are offered for Atchison, Topeka & Santa Fe's *El Capitan* slogan, the Vermont Ry., and the St. Louis-San Francisco's "Ship it on the Frisco!" slogan. Kadee Quality Products Co., 673 Avenue C, White City, OR 97503-1078; www.kadee.com.

Kanamodel Products released four new Canadian Pacific kits: a branchline bunkhouse, a three-building lineside set, a section house, and a set containing all five buildings. All kits feature laser-cut Northeastern siding, color-coded stripwood, and include Campbell or Grandt Line windows and doors. Kanamodel Products, P. O. Box 57585-1031 Brunette Ave., Coquitlam, BC V3K 6S8, Canada.

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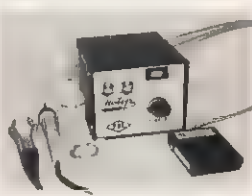
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MR News



HO MOW equipment: Custom Finishing released its MK III Switch/Production Tamper. The tamper includes a detachable projection buggy, two mid trolleys, and Canon laser cart. Window glazing and decals are included. The price is \$51.95 plus \$6.50 for shipping and handling. Custom Finishing, 379 Tully Rd., Orange, MA 01364.

Laserkit announced the release of the first in a new series of kits, the Dabler Mill & Supply Co. (no. 2001). Some of the details include an enclosed rail car loading/unloading shed, an elevator tower with visible gear drive wheel and chain, dry transfers, and full color signs. Suggested price is \$269.95. American Model Builders Inc., 1420 Hanley Industrial Ct., St. Louis, MO 63144; www.laserkit.com.

Märklin announced new products for North American model railroaders including a Union Pacific 600-series Alco PA-1 diesel locomotive. The model features metal construction, a digital decoder, and a sound effects generator. The same locomotive is also offered by Trix in a two-rail DC version. Märklin, P. O. Box 510559, New Berlin, WI 53151-0559; www.märklin.com.

NKP Car Co. is offering a Chicago, Burlington & Quincy PA-14 suburban coach. The car is painted green and tan and decaled by Q Connection of St. Louis. The complete kit with trucks is \$72.95. NKP Car Co., 1260 Lake St., Hanover Park, IL 60103.



Sunshine Models has released six resin kit versions of the Baltimore & Ohio's M-27 series boxcars. Another recent release is an XM-28 single-sheathed boxcar kit for both the Milwaukee and Chicago, Terre Haute & Southeastern 714000 series and for the Chicago, Burlington & Quincy. Also offered is a kit of the Rock

Island's 141000 series Pratt truss boxcar from 1930. Sunshine Models, P. O. Box 4997, Springfield, MO 65808.



TCS Models has released a Pennsylvania RR brick interlocking tower kit. The polyurethane resin kit features Flemish bond brick walls and a slate roof in a one-piece casting. Price is \$36.95. TCS Models, 32320 Redwood Blvd., Avon Lake, OH 44012.



New from Walther's is Arnold's Drive-In. Part of the firm's Cornerstone Series of structures, the kit is a replica of the burger-and-fries restaurants from the 1950s and '60s. The kit requires two AAA batteries and a 12-volt power pack, sold separately. Wm. K. Walther's Inc., P. O. Box 3039, Milwaukee, WI 53201-3039; www.walther's.com.

N scale

Aztec has added the Mini Monsoon to its line of track cleaning products. Mounted in an Atlas 40-foot gondola,



the car will operate on 8"-radius curved track. Micro-Trains trucks and body-mounted couplers along with three brushes and a magnet also come on the car. Aztec Manufacturing Co., 2701 Conestoga Dr., No. 113, Carson City, NV 89706; www.aztectrains.com.



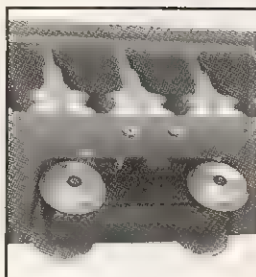
New from Blair Line is a laser-cut kit called Ernie's Gas Station. The kit is based on a gas station that stood along old U. S. Route 66 in Carthage, Mo. Blair Line, P. O. Box 1136, Carthage, MO 64836; www.blairline.com.

Brass Car Sides has released photoetched brass car sides for the Milwaukee Road Valley series streamlined passenger cars. The sides are designed to be used with the American Limited Models nos. 8010 and 8020 core kits. The price is \$18.75. Brass Car Sides, 715 S. Seventh St., St. Peter, MN 56082; www.brasscarsides.com.

Con-Cor has announced production of a Southern Pacific GS-4 4-8-4 Daylight locomotive. The model features a five-pole skewed armature motor, handrails, and a GS-4 tender with correct trucks. Also the firm's bi-level Budd and Pullman built commuter coach and cab cars are being re-released decorated for Amtrak (Phase IV lettering), Burlington, Chicago & North Western, Metra, Milwaukee Road, Rock Island, RTA, Southern Pacific, and undecorated. Con-Cor International, 8101 E. Research Court, Tucson, AZ 85710; www.aal-railroads.com.

InterMountain Railway Co. has announced that all its new assembled N scale freight cars will be equipped with Atlas trucks and operating knuckle couplers. Some of the firm's new assembled freight cars include a Chicago & North Western cylindrical hopper (green), a Great Northern Mineral Red (original) 12-panel 40-foot boxcar, Gulf

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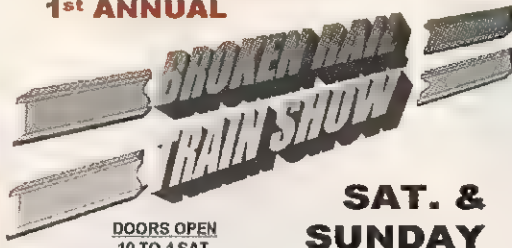
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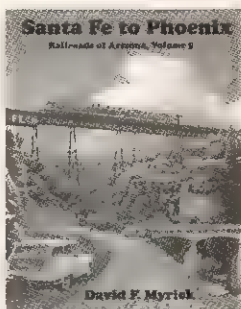
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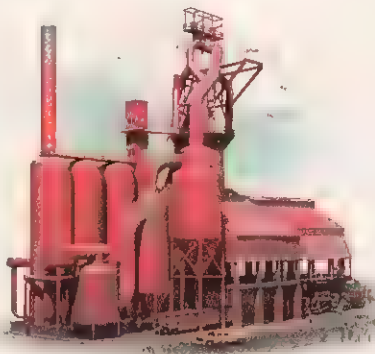
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Walthers has released its Cornerstone blast furnace in N scale. The steel industry structure consists of three large stoves, a hot blast main, and an exhaust stack. Details include walkways, a skip hoist, and other machinery. Wm. K. Walthers Inc., P. O. Box 3039, Milwaukee, WI 53201-3039; www.walthers.com.

0 scale

InterMountain Railway Co. is releasing several new assembled freight cars, including a PFE double herald R-40-10 reefer and a Union Tank Car Co. Type 27 riveted 8,000-gallon tank car. InterMountain Railway Co., P. O. Box 839, Longmont, CO 80502-0839; www.intermountain-railway.com.




Ultra Scale II offers a new superdetailing kit for InterMountain AAR boxcars featuring exact scale side and end ladders, steel and wooden brake platforms, fulcrum, and retainer valve. Each kit details four InterMountain cars. Price is \$20 plus \$5.95 for shipping and handling. Ultra Scale II, P. O. Box 217, Redmond, WA 98073-0217; www.ChoochEnterprises.com.

S scale

S-Helper Service has released new road names for its International Car Co. wide cupola caboose. Road names include Atchison, Topeka & Santa Fe, Chessie Safety Special, Chessie, Maine Central, Reading, and undecorated. S-Helper Service Inc., 2 Roberts Rd., New Brunswick, NJ 08901-1621.

Z scale



Micro-Trains is adding a new Union Pacific 40-foot, single-door boxcar to its Z scale line. Micro-Trains Line Co., 351 Rogue River Parkway, P. O. Box 1200, Talent, OR 97540-1200; www.micro-trains.com.

Large scale

USA Trains has released 70-ton three-bay coal hoppers in its Ultimate Series line. The 1:29 scale cars are available for Baltimore & Ohio, Burlington Northern, New York Central, Rio Grande, Southern Pacific, Union Pacific, and 18 other road names as well as an undecorated version. USA Trains, P. O. Box 100, Malden, MA 02148; www.usatrains.com.

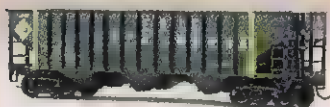
N scale freight cars: Micro-Trains has released five new cars for the firm's N scale line: a Galveston RR 50-foot rib-side boxcar (double door, without running board); a Klondike White Mint 51-foot rivet-side mechanical reefer; an Atchison, Topeka & Santa Fe heavyweight depressed-center flatcar; a Chicago, Rock Island & Pacific 40-foot standard boxcar (single door, full ladders, without running board); and a Union Pacific 40-foot standard single-door boxcar. Micro-Trains Line Co., 351 Rogue River Parkway, P. O. Box 1200, Talent, OR 97540-1200; www.micro-trains.com.

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The Carbon Model Railroad Society is selling an Athearn HO scale gondola decorated for the Borough of Weatherly, Pa. Price is \$15 plus \$3 shipping for the first car and \$2 for each additional car. Order from the Carbon Model Railroad Society, 335 Boulder Oak Dr., Palmerton, PA 18071.



The Erie Lackawanna Historical Society is offering an HO scale model of one of the EL's 14-panel three-bay hoppers featuring yellow stripes. Twelve road numbers are available in two data typeface variations. Eight cars are painted and lettered as Greenville, and four in the Bethlehem style. The price is \$14.98 for a single car or \$155.76 for a 12-car set. Erie Lackawanna Historical Society Inc., 18 Kara East, Irvine, CA 92620.



Worcester Model Railroaders offers a Railbox single-door boxcar and an ACF Center Flow hopper lettered for the club's Worcester Central Lines. The HO scale cars are \$15 each; shipping is \$3.95. Massachusetts residents must add 5 percent sales tax. Worcester Model Railroaders, 10 Paige Lane, Oxford, MA 01540; www.wmrr.org.

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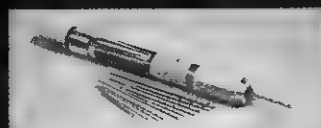
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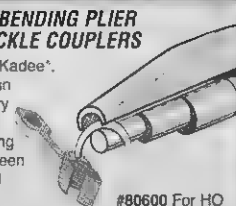
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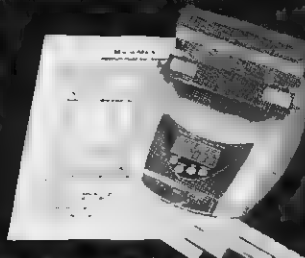
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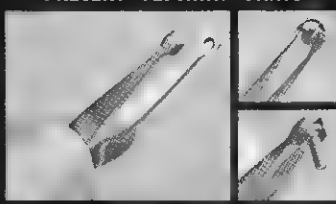
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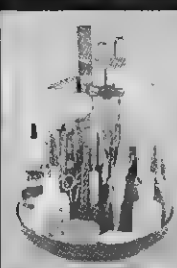
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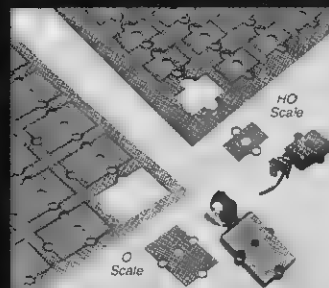


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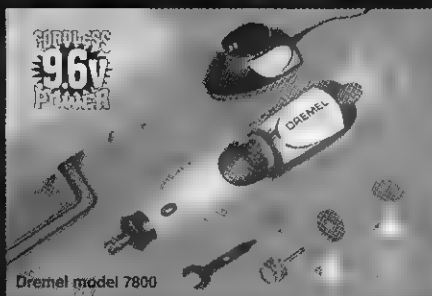
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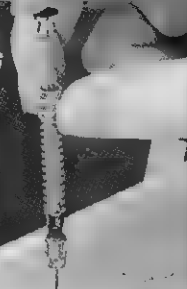
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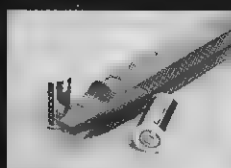
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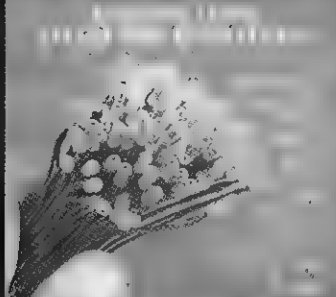
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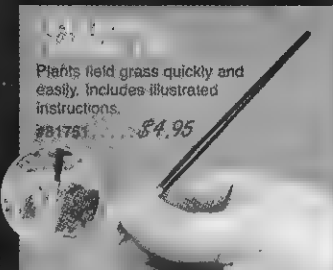
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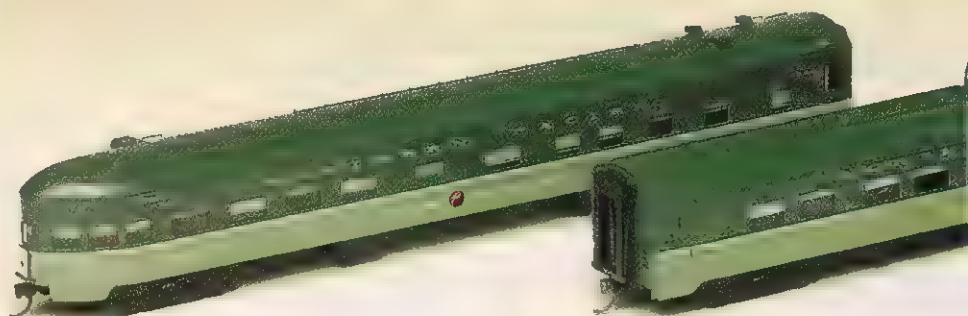
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Hobbyshop Window



▲ **HO EMD F3 road diesels:** Three Genesis series EMD F3A and F3B diesel locomotives are offered with specific railroad details and paint schemes, including the Atchison, Topeka & Santa Fe's freight and passenger and the Southern Pacific's Black Widow colors. The passenger units are \$124.98 each or the A-B set is \$239.98; the freight units are \$114.98 each or \$199.98 per set from Athearn Inc., 19010 Laurel Park Rd., Compton, CA 90222.

► **HO passenger cars:** Northstar Railroad Models is selling an extensive line of smooth-side, streamlined Northern Pacific passenger car kits. Regular cars include laser-cut and etched clear acrylic sides and an Eastern Car Works core carbody kit; they sell for \$69.50 each. The dome cars use Con-Cor parts while the observation has formed acrylic sides and a cast resin roof end; these special kits are \$74.50 each. The finished samples are the NP *North Coast Limited's* sleeper-observation, a Budd Vista-Dome sleeper, and a Budd Vista-Dome coach. The kits are made by Northstar Railroad Models, 8401 Blaisdell Ave., Bloomington, MN 55420.

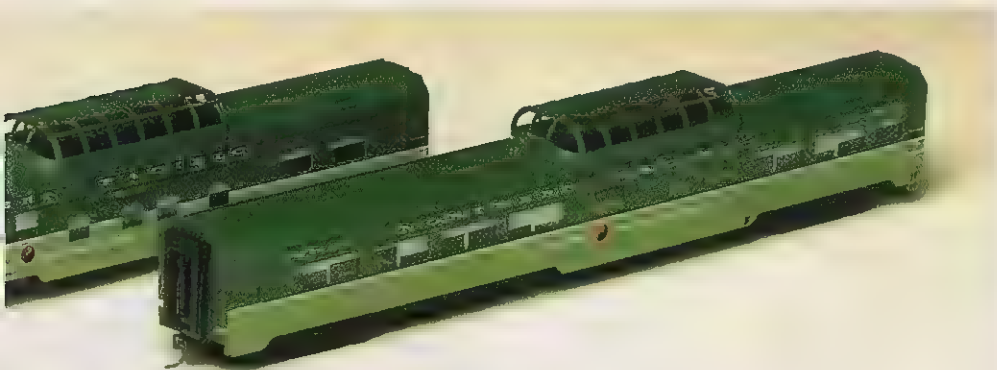




► **N scale 28-foot trailers:** Cast pewter kits for these 28-foot intermodal trailers are available with decal lettering for \$17.95 each. The kits are made by N Scale Innovations, 10753 E. 30th St., Tulsa, OK 74129; n-scale-innovations.com/nsi.html.



◄ **HO twin hoppers:** Accurail is making easy plastic kits for 55-ton twin hoppers in two new body styles. The Great Northern model represents a Canton Car Co. steel prototype of the 1930s, while the composite car is a Pennsylvania RR class H31a built in 1942. These kits are offered in several paint schemes by Accurail, P. O. Box 278, Elburn, IL 60119-0278, and sell for \$8.98 each.





Superdetailed urban scenery

on an N scale layout

Ntrak railroading inspired this basement empire

By Art Fahie

We live in an amazing time. The Internet brings us spontaneous information, our hobby magazines are both informative and created with an eye toward artistry, and the array of videotapes at our fingertips can each be a lesson in how to model a special moment in time.

Living in the Northeast, I've also been blessed with access to an incredible number of talented modelers. George Sellios, Earl Smallshaw, and Lou Sassi have provided the inspiration that has made the art of model railroading a reality. All of these things have aided and influenced my Niagara & Pearl Creek RR.

Beginnings in Ntrak

Although I started in HO scale, Jim FitzGerald and his Ntrak concepts got me started on what would eventually grow into a full-blown modeling effort. Using the modular concept throughout the entire project, my railroad is now made up of 11 sections filling an 11 x 29-foot area.

I have, however, deviated from certain modular practices to suit my own needs. For instance, the front panel of the N&PC uses 1 x 8s (instead of 1 x 4s) to allow enough room for track diagrams and waybill hangers.

◀ 1. A pair of New York Central Geeps switch the N&PC interchange yard at East Aurora. Art Fahie captured the scene on his N scale Niagara & Pearl Creek RR.

▶ 2. At the town of Thirty Mile Point, a borrowed Delaware & Hudson RS-3 shoves a reefer into the Adam Creamery spur while a NYC Mikado loads up at the coaling tower.



LOU SASSI



ART FAH E

Though some of the trackwork adheres to Ntrak standards, most does not. The Massachusetts-based Broken & Mangled Operating Group has influenced my newer trackwork to have a more prototypical feel with an emphasis on operation.

The benefits of going modular

Construction began in 1994, while I was still traveling on a carnival route and living in a motor home! Hampered by limited access to other hobbyists and space, I focused on scratchbuilding, kitbashing, and superdetailing my models. I realized fairly quickly that regardless of the scale, details are very important to make authentic models.

In 1998, the entire railroad took a 325-mile journey from Long Island, N. Y., to our new home in Maine. The layout would have faced almost certain destruction had it not been modular. Instead, the only moving casualty was one unfortunate Preiser figure!

Finishing one section at a time

The N&PC was built in sections, ranging from four to eight feet long. I had each one fully detailed and operating before expanding further. Shifting gears on a regular basis from benchwork to trackwork to scenery has helped keep my creative juices flowing. Though it took several years to complete enough railroad to shuttle a train

▲ 3. Fairbanks-Morse switcher no. 41 crosses the elevated track over the Niagara Division yard in West Aurora, N. Y. Art enjoys modeling complex urban scenery.

back and forth, I've never been faced with the prospect of needing to go back to finish a scene later.

I used code 70 Rail Craft track (Micro Engineering) and Peco switches for reliability and smooth operation. I eliminated the need for switch machines by keeping the benchwork no more than two feet deep in any area, allowing operators an easy reach.

I also believe strongly in not showing entire curves. By using view blocks, tunnels, and carefully placed structures, I try to maintain as much of a linear look to the track as possible. Even tight curves appear acceptable when viewed in short segments.

An evolving track plan

Like many model railroads, the N&PC evolved as new areas were completed. My focus was to operate the layout as a point-to-point railroad yet still include a continuous run for railfanning and to entertain visitors.

The locale is the Great Lakes region of New York state. Great topography,

◀ 4. Looking from Pumpkin Hill back to Thirty Mile Point, we can see about a quarter of the layout. Art believes tall mountains and obscured curves make a layout look bigger.



ART FAH E

The layout at a glance

Name: Niagara & Pearl Creek

Scale: N (1:160)

Prototype: free-lanced Northeastern line and New York Central

Locale: New York Great Lakes region

Period: 1954

Room size: 11 x 29 feet

Layout style: around the walls

Layout height: 40"

Benchwork: modular

Roadbed: 3/8" plywood with cork roadbed

Track: Rail Craft code 70 flextrack

Length of mainline run: 90 feet

Turnouts: Peco no. 6 main line, no. 4 yards

Minimum radius: 17" main line, 12" Niagara Division

Maximum grade: 3 percent

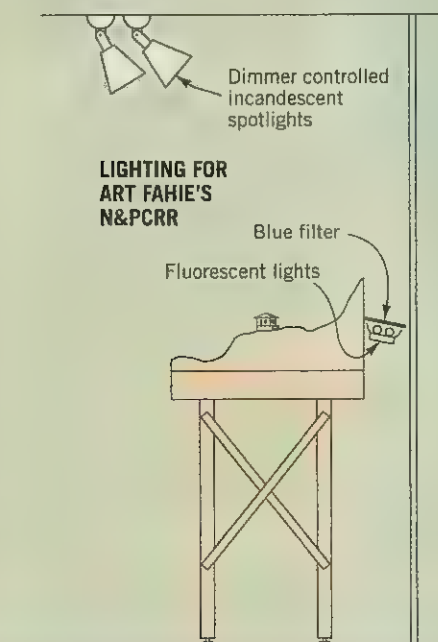
Scenery: Hydrocal and Sculptamold over Styrofoam and screen wire

Backdrop: linoleum

Control: Digitrax Digital Command Control (DCC)

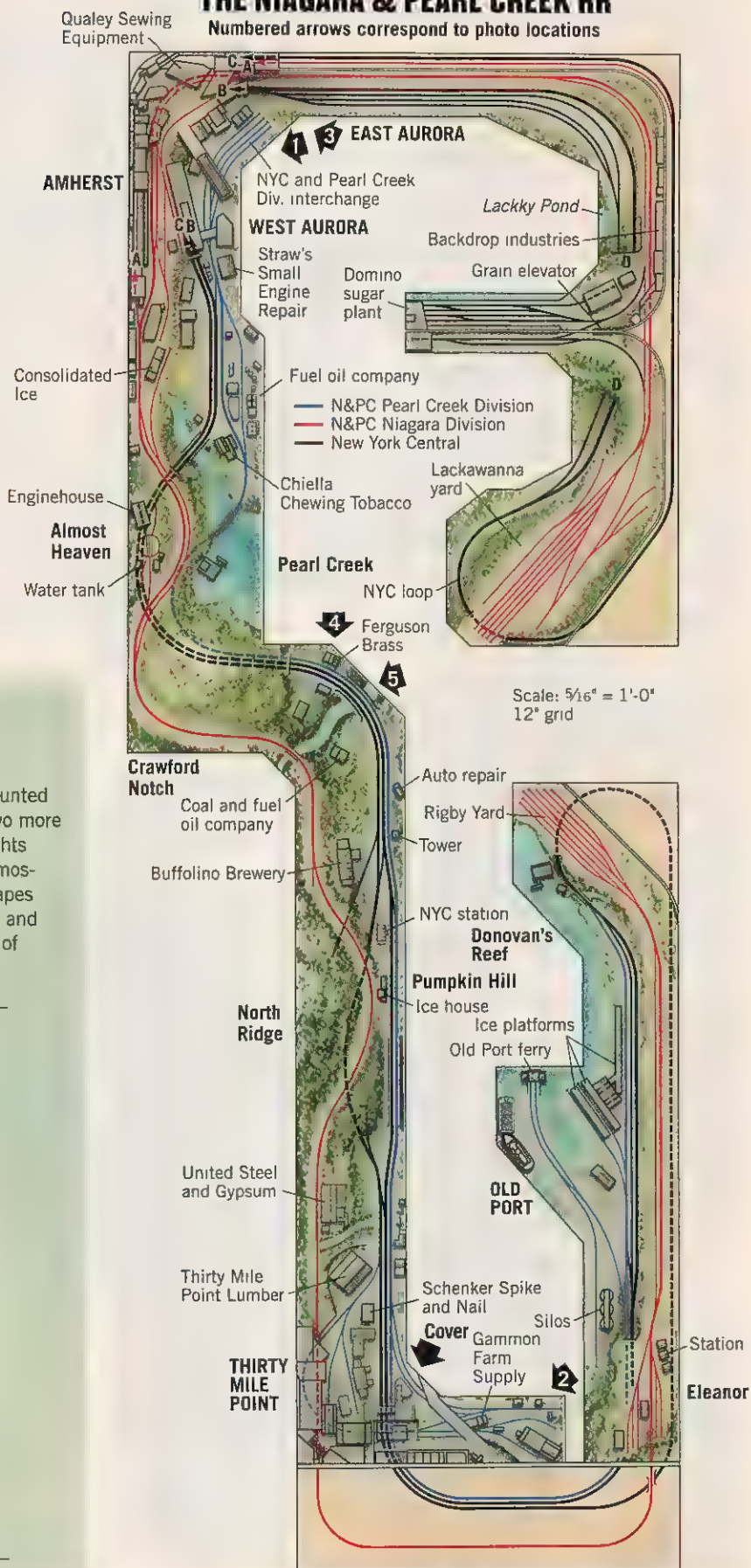
LIGHTING AND SOUND MAKE A RAILROAD

I installed fluorescent lights with blue filters mounted below the horizon to light my sky backdrop. Two more banks of dimmer-controlled incandescent spotlights above the layout create subtle changes in the atmosphere of the railroad home. Also, sound effects tapes help give my efforts a life of their own. Modeling and operations are really augmented by the theatrics of lighting and sound effects. — *Art Fahie*



THE NIAGARA & PEARL CREEK RR

Numbered arrows correspond to photo locations



ILLUSTRATIONS BY RICK JOHNSON



JOE SASSI

plenty of water scenes, and an abundance of industry lent itself to all sorts of scenic and operating possibilities. It also afforded a wonderful excuse to use New York Central and other equipment from prominent Eastern carriers!

The railroad is set in the fall of 1954 during the steam/diesel transition era. The colorful trees and rippling waterfalls of serene nature contrast nicely with the booming, industrial post-World War II American economy.

Creating the scene

Vertical scenery can visually enhance the size of any model railroad. I formed my mountainous and hilly terrain with screen, Styrofoam, or cardboard strips, depending on the location, and cast the rock faces in Hydrocal plaster.

I used a variety of ground foam and dried flowers to make the trees, bushes, and brush. My water is Liquitex acrylic gloss medium applied to areas painted black and stippled with Polly Scale Reading Green along the banks. The technique produces realistic water without a lot of fuss.

Most of my structures are kitbashed or scratchbuilt. I used Micro-Mark's RTV silicone extensively to make molds for reproducing structure walls and bridge parts. [See "Making more than one" on page 64 of this issue. — Ed.] I've always admired urban modeling and position my structures to lead the viewer's eyes through a geometric maze of buildings and streets causing a scene to buzz with intensity.

Operating the N&PC

The railroad runs on a Digitrax Chief Digital Command Control (DCC) system. Eventually I will add a dispatcher's panel. I plan on using magnetic strips to show train locations instead of the complex electronic train detection system usually required. I like to follow the "simple is better" approach when it comes to wiring.

By making a minor adjustment to the standard Ntrak concept, I created three separate inter-connecting railroad routes on my layout.

Standard Ntrak modules feature a three-track main line with minimal elevations. When building mine, I chose to add the optional elevated fourth track, known as the mountain division.

As I converted the Ntrak modules into my home layout, the mountain

◀ 5. An N&PC F3 with the local crosses a stone bridge on its way to Pearl Creek. Art also enjoys building unique small structures like the coal distributor in the background.



ART FAHIE

MAP PIN ROUTING

In addition to my card/waybill system, to aid operators in routing cars around the N&PC each freight car has been drilled to accept a map pin. The map pin allows the car to be routed easily to its destination town before anyone needs to attempt to read the N scale reporting marks! Each division has its own pin color. In addition, each geographic location on a division is represented by its own colored dot painted on the head of the pin.

A red pin would identify a car heading for the Niagara (red) division. A yellow dot on the red pin would tell the operator that the car was to be forwarded to the Lackawanna Yard. Only after it arrives in the yard would the engine crew then have to refer to the tiny individual car numbers for further sorting. The pin system allows my operators to identify and sort long cuts of cars from a very comfortable distance. — A. F.

division became the Niagara Division of the N&PC, and the closest edge tracks became the Pearl Creek Division. I separated the two divisions of the N&PC with the New York Central's main line, which runs on the two remaining inner module tracks.

The operating premise is not as simple as it may first appear. The Niagara and Pearl Creek Divisions of the N&PC are not connected to each other. The two are point-to-point operations that require the NYC to handle their exchange traffic and allow them limited trackage rights.

An endless pursuit

When visitors ask me when the N&PC will be finished, there can only be one answer, never! I liken it to asking a golfer when he'll give up the sport and move onto another. Both activities share a pursuit of the unobtainable, forcing us to re-examine ourselves, learn more, and extend our reach to do better with every attempt. For me, that's what makes model railroading fun! ♦

You can visit Art Fahie's N&PC as one of the layouts featured at the NMRA Northeastern Region spring



LOL SASS

Meet Art Fahie and Pat Buffolino

Art Fahie (left) lives in Bar Mills, Maine, with his wife, Nancy, and their daughter, Kate. In the fall of 2000, Art started Bar Mills Scale Models, producing a detailed line of architectural billboards and structure kits.

The N&PC has also received a lot of help from Pat Buffolino (right). Pat was the N&PC's electrical engineer through much of the early construction, and Art says, "Without him, it just wouldn't run." Pat works for Computer Associates on Long Island and is involved with new product development and technical support.

convention in Portland, Maine, May 17-19, 2002. For more information visit the Northeastern Region's Web site at pages.cthome.net/kenmay/NERREG04.HTML or call 860-568-5075 to register.

**Model
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For more photos of Art Fahie's N scale layout, visit www.modelrailroader.com.

Modifying and updating

How to turn an HO staple
into a star performer

By Jeff Kraker • Photos by the author



MDC's 2-8-0





When I made the switch to modeling the steam era on my HO scale Roanoke & Southern, I needed affordable locomotives with a branchline look. Model Die Casting's "Harriman" 2-8-0 Consolidations fit the bill, but they ran too fast for my taste and tended to bind up going through curves and turnouts.

What I found was that the one-piece, stamped-brass side rods limited the drivers' independent lateral movement—which already was restricted because of the long wheelbase—and this caused the binding.

After figuring out how to modify the side rods I also improved the speed with

a regearing kit and added a flywheel and better electrical pickup. The result was a fine-running locomotive that, along with subsequent others, has become a favorite with my operating crews.

Regearing

Although NorthWest Short Line indicates its 1:72 regearing kit is no longer a direct replacement for MDC's Harriman 2-8-0, it can be made to work without difficulty. If a 1:72 gear ratio is too slow for your preferences, NWSL also offers a 1:45 regearing kit.

The following steps refer to installing the regearing kit in an already-built locomotive. If you're building the locomotive kit you'll save effort by installing the NWSL gears during assembly.

I assembled my locomotive with 2-56 screws rather than the self-tapping screws in the kit. This reduced the likelihood of cross-threading during repeated disassembling and reassembling. I drilled through the kit holes with a no. 50 bit and tapped for 2-56 screws.

After removing the gear box cover plate and the side rods from the geared (number two) driver set, I removed the set from the frame. A shallow cut with a razor saw across the end of the axle and the driver hub (see fig. 1) marked the drivers' quartering.

Next I pulled the plastic-centered driver off the axle. Don't twist the driver while doing this—the ends are splined and you could strip the hole. I placed the axle end on a hard surface and pushed the gear off (see fig. 2). A gear-puller tool from NWSL would have made this easier.

I pressed the NWSL gear onto the shaft, keeping .300" between the metal-centered driver and the gear, and secured the gear to the axle with a small drop of cyanoacrylate adhesive (CA). Capillary action drew the CA into the joint. I scraped off dry glue on the axle.

Reinstalling the plastic-centered driver involved looking through the axle hole and lining up the cut I'd made in the axle with the cut in the driver hub. This ensured that the drivers were in approximate quarter.

Should the cuts not line up, pull the driver nearly all the way off until you can feel the axle splines jump from slot to slot in the driver hub. I turned the driver until the splines jumped once, then pushed the driver back on and checked the alignment. I repeated this step until everything was aligned and the axle splines were in their original slots.

After checking that the main drivers were in gauge (use a National Model Railroad Association standards gauge), I attached the gear cover plate with 2-56 x 3/8" screws.

Modifying the side rods

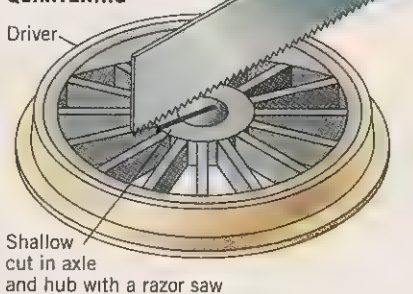
The side rods were easy to modify. Each locomotive needs two additional sets; I bought mine directly from MDC.

A few strokes with a needle file will remove any burrs from the front and back of the stampings. To clear any flash in the crankpin holes, I gently turned a small rattail file counterclockwise in each one, being careful not to enlarge the holes. A few turns were all that was needed.

I cut away the center portion of three of the side rods, creating six shorter rods as shown in fig. 3. I then cut away all of the material from the fourth side rod to make four washers. Preformed washers of an identical thickness also would work.

Follow the pattern in fig. 4 as you attach the new side rods. I was careful not to seat the crankpins too tightly. If one was too tight, I slipped the tip of a small screwdriver between the driver and the side rod and gently pried them apart. If a crankpin was a little loose, I gently pinched the end for a tighter fit.

Fig. 1 MARKING DRIVER QUARTERING



ILLUSTRATIONS BY RICK JOHNSON

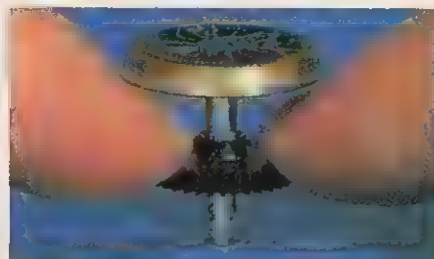


Fig. 2 REMOVING THE DRIVER GEAR. Remove the driver gear by placing the end of the axle on a hard surface and pushing the gear off. A gear puller tool will make this job easier.

Fig. 3 NEW SIDE RODS

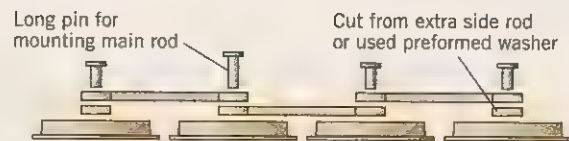
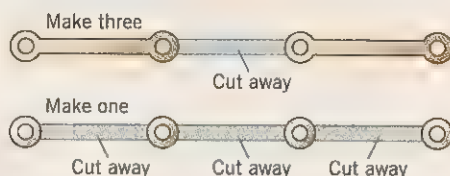


Fig. 4 SIDE ROD INSTALLATION

Front of locomotive →

Electrical pickups

I made new electrical pickups for the left-hand drivers from .015" brass wire and printed-circuit board.

After cutting out two $\frac{1}{4}$ " x .350" tabs from the circuit board material I drilled a no. 43 hole at one end of each piece, then filed away the copper cladding around each hole. This kept the cover plate mounting screws from short circuiting with the frame.

The two screws shown in fig. 5 attach the tabs to the bottom of the gear cover plate. Make sure that the copper side faces out and glue the tabs to the cover plate with CA to prevent them from spinning.

I bent two pieces of wire for wipers as shown in fig. 6, tinned the tabs and wipers, then soldered the wipers close enough to the edge of the tabs so that when the drivers were pushed away from the frame the wipers would still contact the driver rims.

If the wipers lose contact with the drivers, squeeze the wipers at the middle bend with needlenose pliers until light contact is made. If the pressure on the driver rim is too tight, pull the wiper back at the middle bend.

Solder 34-gauge wire to the tabs and spot-glue the wire to the cover plate with CA. The wire goes through a hole drilled in the frame and into the tender where it connects to a Digital Command Control (DCC) decoder. If you aren't using DCC, connect this wire to the motor lead.

Tender pickups

I modified the tender so that one truck would pick up electricity from the

right rail and the other from the left. Because the tender has a metal underframe, one set of trucks had to be insulated from the frame. Although I replaced the MDC tender trucks with a set from Bowser equipped with nickel-plated wheelsets, any trucks that conduct electricity from the wheels to the bolster without an axle wiper will do the job.

I drilled out one tender bolster with a $\frac{1}{16}$ " bit, glued a piece of $\frac{1}{8}$ " styrene rod in the hole with CA, then drilled and tapped through the center of the styrene rod for a 2-56 screw.

After carefully filing the bolster down by .005" I cut a $\frac{1}{4}$ "-diameter disk from .005" styrene, drilled a $\frac{1}{2}$ " hole in its center, and glued it to the bolster with CA.

I attached the trucks with 2-56 x $\frac{1}{2}$ " screws, and these should go through the underframe with the ends projecting just a bit on the other side. After cutting a small square tab of .020" brass I drilled and tapped it for a 2-56 screw, then threaded the tab onto the screw of the insulated truck. I soldered a length of wire to the tab and attached it to the lead from the locomotive frame.

To insulate the tab from the tender frame, glue a small square of styrene to the underframe.

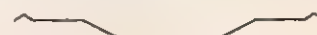
Motor mount

Before I could mount a flywheel I had to make a new motor mount. The mount also would have to hold the double idler gear.

Although I considered making the motor mount from styrene, which would have been easier to work with, I built mine from brass for strength.

Fig. 6 WIPER TEMPLATE

.015" brass wire



Note: For first driver use only half a wiper.

Styrene likely would have flexed too much. Refer to the drawings in fig. 7 to get a better idea of the dimensions and arrangement of the brass parts.

First cut two $\frac{1}{8}$ "-square brass bars $2\frac{1}{4}$ " long and a piece of .064" x $\frac{1}{4}$ " flat brass strip 1.70" long for the plate. Then drill two $\frac{3}{16}$ " holes through the center of the brass strip spaced $\frac{1}{4}$ " apart and .300" from one end. (These holes are the recessed areas for the motor attachment screw heads.) Drill a no. 50 hole 1.317" from the same end and tap it for a 2-56 screw.

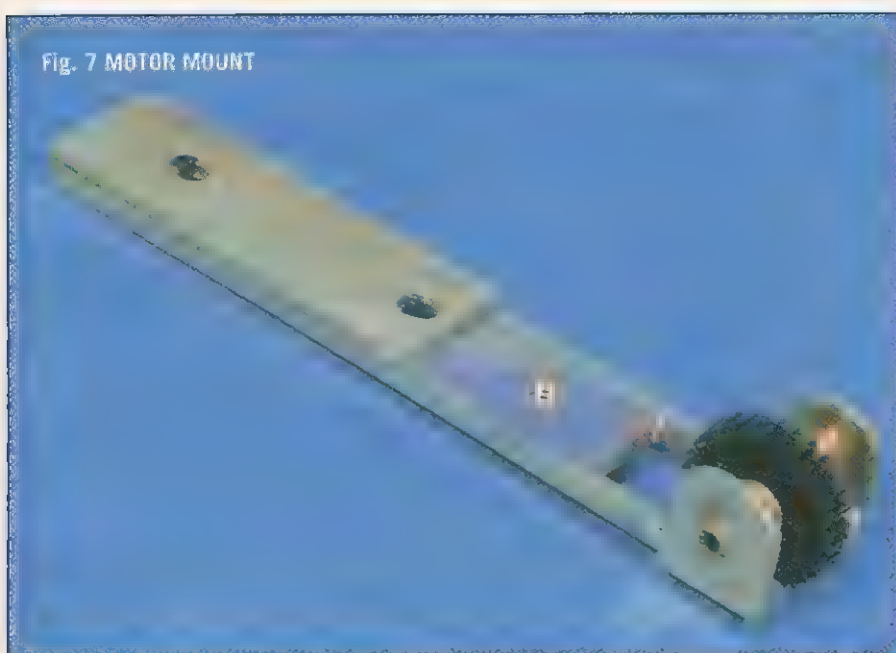
After removing any burrs with a fine file, sand all the sides with 200-grit sandpaper. This will clean away the tarnish from the brass so solder will flow more freely.

Next, I tinned the top and sides of the larger piece and one side of each of the square bars prior to soldering them together. (See the sidebar on page 62 for how to tin metal.)

To keep the parts aligned during soldering I pinned them to a scrap piece of Homasote, then soldered one square bar to each side of the wide flat bar. I prefer a 40-watt soldering iron, but one rated at 25 watts or more also should work well. I cleaned off the excess solder with a file.

The base is .032" x $\frac{1}{2}$ " brass strip cut 1.15" long. Drill a no. 43 hole through

Fig. 7 MOTOR MOUNT

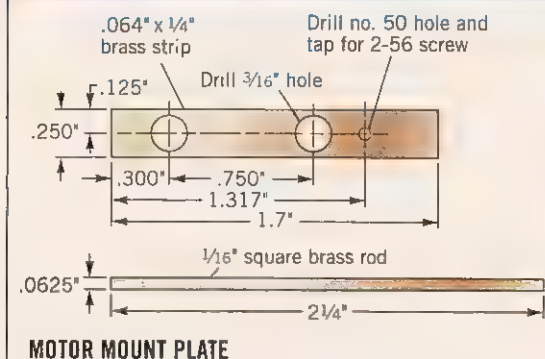


TINNING

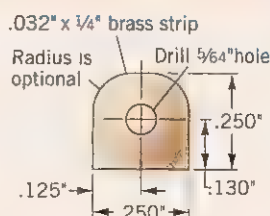
Tinning is coating a metal surface with solder. Tinned parts attach more easily with the soldering iron touching the joint or "work" for less time.

Make sure the part's surface is free of tarnish. Clean it with fine sandpaper if needed. Then set the part on a scrap piece of wood or other surface that won't melt or burn. Hold the tip of the soldering iron on the part and touch the part, not the iron, with 60/40 rosin core solder. When the part is hot enough the solder will flow over the surface.

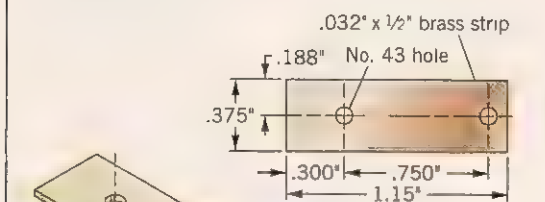
Move the solder to coat all areas that are to be joined. Remove the iron and let the part cool before attaching it. —Jeff Kraker



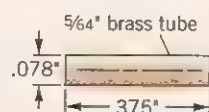
MOTOR MOUNT PLATE



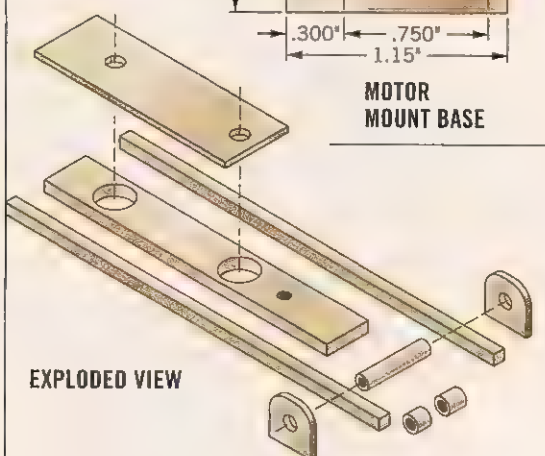
IDLER GEAR SUPPORTS



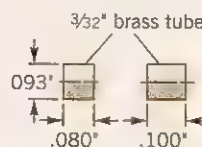
MOTOR MOUNT BASE



IDLER GEAR AXLE



EXPLODED VIEW



IDLER GEAR SPACERS

the center of the strip .300" from one end and a second hole $\frac{3}{16}$ " from the center of the first. Remove any burrs with a file, then sand and tin the bottom.

The motor mount base fits on top of the plate. I lined up the holes, pinned

the pieces together on the Homasote, and soldered the plate to the base.

Idler gear supports

The last parts for the motor mounting base hold the double idler gear. If

you're regearing your model with NWSL's kit, the dimensions shown will work. If you're not regearing your locomotive, take measurements from the motor mounting base supplied with MDC's kit and subtract .030" from its height.

To make two identical idler gear supports, solder together two pieces of .032" x $\frac{1}{2}$ " brass strip cut $\frac{1}{4}$ " long with one end squared off. Mark .130" from the square end with a dial caliper and drill a $\frac{5}{64}$ " hole through both parts, keeping the bit as perpendicular as possible. After unsoldering the two pieces clean them up with a file.

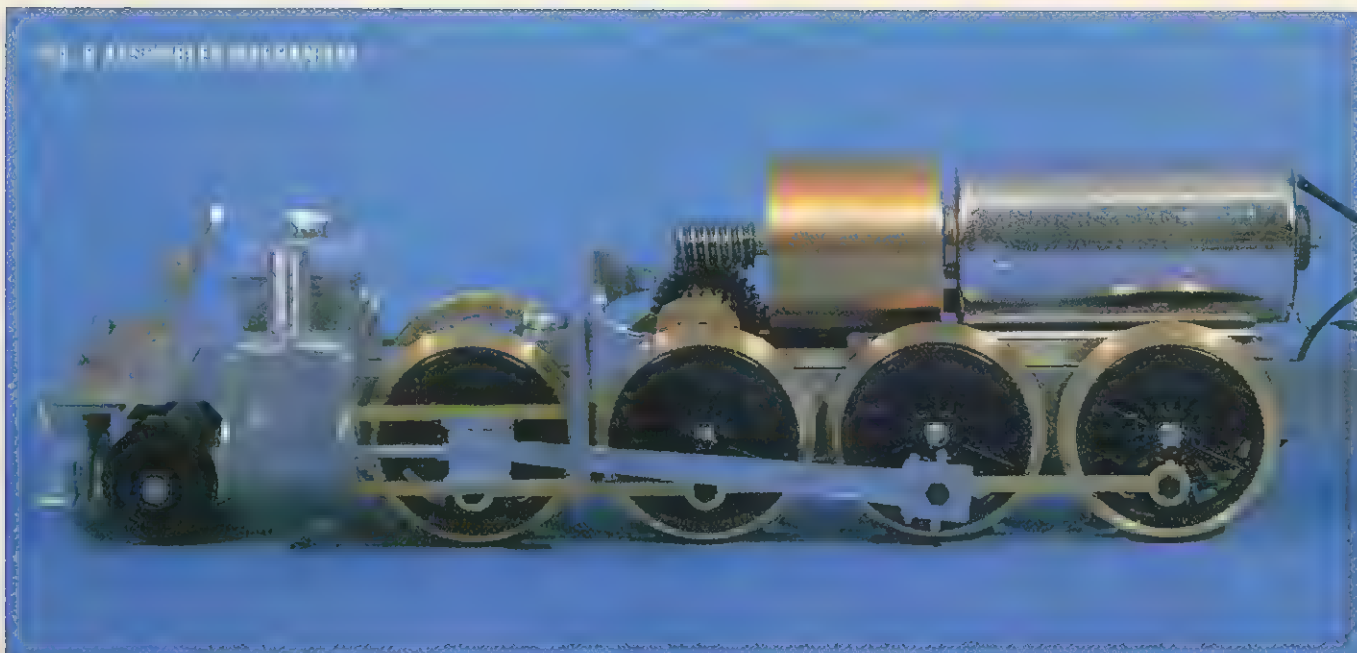
Again I pinned the base plate assembly to the Homasote with track nails and retinned the ends of the $\frac{1}{16}$ "-square bars prior to soldering.

After arranging the supports so the insides face together, slide them onto a $\frac{3}{16}$ " drill bit to keep them aligned while soldering the supports to the motor base. I cleaned up the work with a file, washed the entire assembly, and let it dry.

Next I installed the idler gear onto the idler axle that comes with the MDC kit. If your locomotive kit came with a different diameter axle, cut a new axle from $\frac{3}{16}$ " brass tube.

I made two idler gear spacers from $\frac{1}{32}$ " brass tube to the measurements shown in fig. 7. You may need to adjust the spacers to fit your particular locomotive. The idler gear should spin freely with minimal side-to-side movement.

A small drop of CA applied to one end of the idler gear axle will keep it from sliding out of alignment. Don't apply any CA until you've assembled all of the other motor mount parts, though.



At this point my completed motor mount looked as it does in the photo in fig. 7.

Installing the flywheel

The motor in the MDC kit has a single shaft that seems to defy the addition of a flywheel. I considered replacing the motor with a double-shaft can type and mounting a flywheel on one end.

One day while searching for some drive shafts for a different engine I found a flywheel from an Atlas HO RS-3. The flywheel had a plastic universal bushing with a 2mm hole—which was the same diameter as the MDC motor shaft. Although Atlas no longer lists this flywheel in its on-line catalog, A-Line, Ribbonrail, and Timewell make flywheels with a 2mm hole that should work just as well.

After some head-scratching I came up with a way to mount the flywheel in front of the MDC motor and extend the drive shaft to mount a worm on the other end of the flywheel. The bonus was that the boiler shell didn't need any modifications to accommodate the flywheel.

I cut two Atlas universals in half, pressed one half into each end of the flywheel with the shaft end facing out, and pushed the flywheel onto the motor shaft so that it was as close to the motor as possible without rubbing.

Next, I cut a piece of NWSL 2mm axle stock .625" and pressed the shaft into the other end of the flywheel. I slipped a NWSL worm onto the shaft extension, centered it over the idler gear, and secured the worm with a drop of CA.

Bill of materials

Model Die Casting

2-8-0 Consolidation kit with
Harriman boiler side rods

Atlas Model Railroad Co.

707110 universal bushing

Detail Associates

2505 .015" brass wire

Evergreen Scale Models

226 .187" styrene rod

K&S Engineering

241 .032" x 1/8" brass strip
245 .064" x 1/8" brass strip
16405 .020" brass sheet

NorthWest Short Line

1806 1:72 re-gear kit with 2mm shaft
20204 2mm axle stock

Radio Shack

910-1897 copper clad board 5" x 5"

Special Shapes Products

15037 1/16" square brass bar
15038 3/16" round tubing
15039 3/32" round tubing

Walters

1032 2-56 x 3/16" round head brass
machine screws
1036 2-56 x 1/8" round head brass
machine screws

Installing the motor

Before attaching the motor to the motor mount, I had to shim the motor to get the correct gear mesh.

I drilled two holes through a piece of .015" styrene to clear the motor mount screws and glued this shim to the motor mount base. I attached the motor to the mount with the two screws included in the MDC kit, but filed the screws shorter because they went up into the motor too far.

I then screwed the motor mount to the locomotive frame and filed the long mounting screw shorter so it wouldn't rub against the flywheel. I also double-checked to make sure the gear mesh was correct.

At this point the mechanism looked as it does in fig. 8. I lubricated the

axles and gears with Labelle oil before giving the mechanism a thorough breaking in. I then disassembled and washed the major subassemblies prior to painting the flywheel and motor mount flat black.

Payoff in performance

I enjoy the slow-speed operation of my modified Consolidation and its kin, especially as they snake through a yard ladder or sharp curves on my layout. And because they're equipped with flywheels, these locomotives can coast beautifully over some surprisingly dirty track without a stutter. ☺

Jeff Kraker lives in Andover, Minn., with his wife, Kari, and their two children. This is his first MR byline.



Making more than one

Techniques for casting perfect parts in rapid-cure resins

By Tom Piccirillo
Photos by the author

Today's modelers are blessed with a variety of molding and casting materials. Among the most versatile of these are RTV (Room Temperature Vulcanizing) silicone molding rubbers and fast-curing urethane resins.

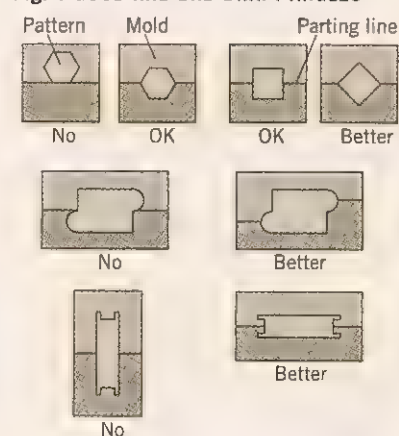
If you've been hankering to make more than one of something, follow along and I'll show you how.

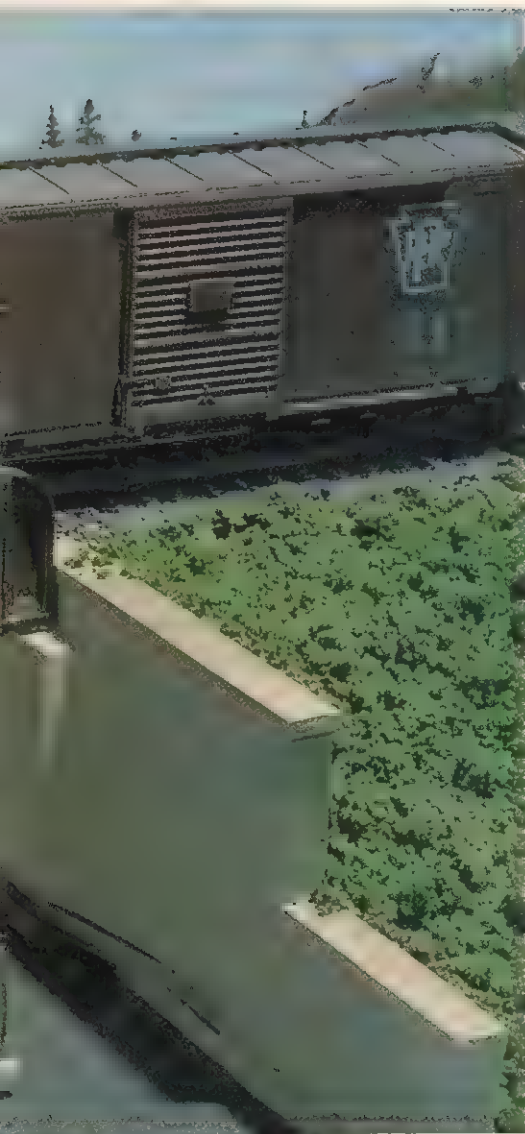
Mastering the master pattern

I need lots of bridges for my layout, since my railroad runs through hill country. Normally I'd scratchbuild patterns for the bridge parts, but in this case a friend had an old die-cast Lionel bridge with girders just the right size. Since Lionel hasn't made this bridge since 1950, I felt no harm would be done if I used it as a pattern for my girders. [Making copies of commercial parts or models for other people is unethical and illegal, whether you charge for them or give them away. — Ed.]

I needed several of these girders for my layout, and they're a perfect demonstration project for casting in two-part RTV molds. The bill of materials on page 67 lists the mold-making materials and casting resins I used.

Fig. 1 GOOD AND BAD DRAFT ANGLES





Tom Piccirillo needed several plate girder bridges for his O scale model railroad. Using an out-of-production Lionel bridge girder as a pattern, he made a two-part rubber mold to cast girders in urethane resin.

Because I used a commercial cast part as my pattern, it already had the proper draft angles to make it easy to remove from a mold. Figure 1 shows acceptable and unacceptable draft angles and parting-line locations. While RTV rubber is surprisingly flexible, it's still good practice to avoid undercuts whenever possible so that the mold will last a long time.

Almost any material is acceptable for building your own pattern: styrene, metal, wood – even paper will do. Keep in mind that the casting will reproduce virtually every feature of the pattern, including dings and scratches. It's worth extra effort to make your pattern as close to perfect as you can, including

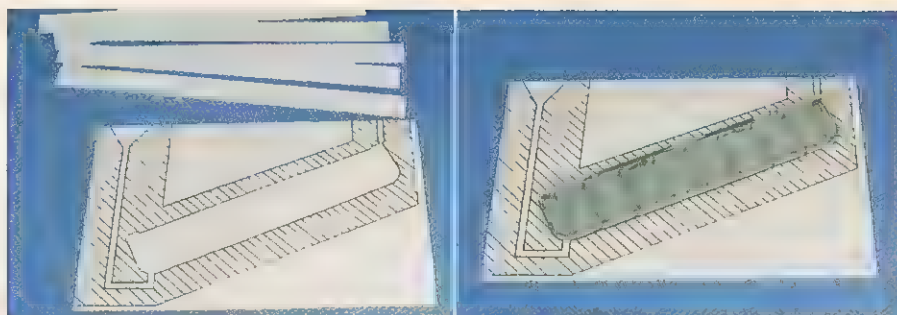


Fig. 2 LAYING OUT THE MOLD BOX. A sheet of .060" styrene serves as the bottom of the box for pouring the first half of the mold. The outlines of the pattern – the Lionel bridge girder – and the box are drawn on the styrene with a felt-tip pen. The 1"-wide strips of .060" styrene will form the sides of the box. The girder is fastened in place with rubber cement for easy removal.

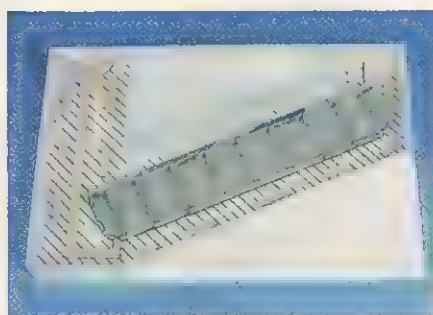


Fig. 3 BUILDING THE MOLD BOX. Tom next built the sides. The mold is angled so the gates (basswood strips) channel the resin into the cavity from the bottom, driving out the air. The short wood strips along the edges will form cavities for alignment lugs.



Fig. 4 FIRST HALF POURED. After coating the pattern, basswood gates and lugs, and mold box with mold release, Tom poured in the mixed RTV and allowed it to cure, undisturbed, for four hours. See page 66 for tips on eliminating bubbles.

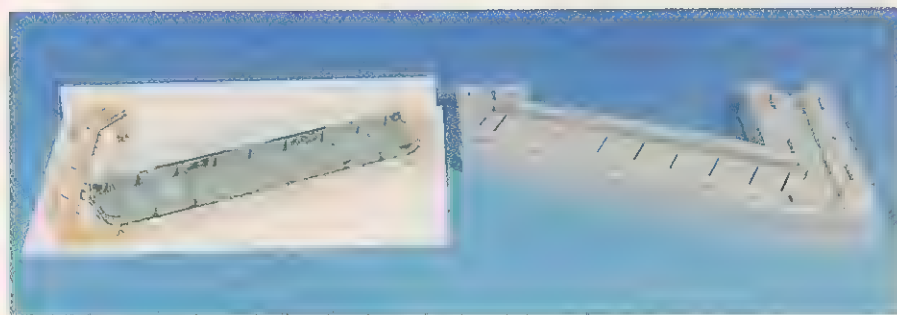


Fig. 5 OPENING THE MOLD BOX. Tom has broken away a few sides of the mold box and gently removed the first half of the mold from the pattern.

making a second try if your first attempt falls short of the mark.

Building the mold box

You'll need to build walls around your pattern so you can pour the first half of the mold around it. I use .060"-thick styrene sheets, as shown in fig. 2. The mold walls should be at least 1/2" from the edges of the pattern – see fig. 3.

Providing a way for air to get out is an important consideration in designing a mold; the odd shape of this one allows the casting resin to enter the mold cavity from the bottom and force air to escape

through a vent at the top. Not shown is a change I made later – air was being trapped and I cut in a second vent at the lower end of the girder to release it.

Glue the pattern to the bottom of the mold box with rubber cement as in so it will be easy to remove later. Seal around the edges of the pattern so the RTV can't flow underneath and trap it in the mold. Irregularly shaped patterns may require building up a bead of modeling clay around their edges, but that wasn't necessary with my bridge girder.

Brush the pattern and the sides and bottom of the mold box with mold

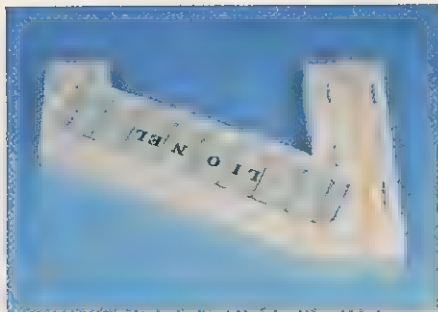


Fig. 6 PREPARING FOR THE SECOND POUR. After replacing the pattern in the first half of the mold, Tom filled the gates with stripwood to keep them from filling with rubber.

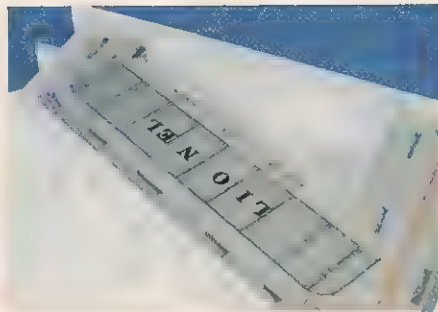


Fig. 7 SECOND HALF MOLD BOX. Tom built a box for pouring the second half around the first half. The alignment cavities are empty so the second pour will form lugs.



Fig. 8 SECOND POUR. After coating the pattern, stripwood, box, and first mold half with mold release, Tom poured the second half of the mold and let it cure for four hours.

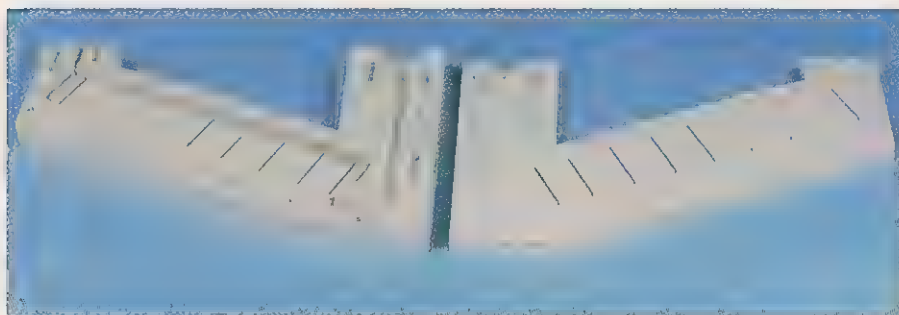


Fig. 9 COMPLETED MOLD. Here's the finished two-part mold, ready for making castings.



Fig. 10 COMPLETED CASTINGS. These are a couple of Tom's finished bridge girders, one still in place in the mold and one that's been removed but which is still attached to the sprue from its pouring gate.

SIX HANDY CASTING TIPS

When Tom asked me to contribute some casting tips to his article, I dug back through my notes from better than three decades of tinkering with RTV and various casting materials to come up with these. Here goes:

Measuring rubber or resin. To find how much rubber you need to fill a mold box, or resin to fill a mold, just add water! Then pour the water into a graduated container to see how much rubber or resin to mix. Dry the box or mold thoroughly before using.

Brushing and blowing RTV. If you get air bubbles trapped against your master pattern (appearing as unwanted spheres on the face of your castings), brush a thin coat of RTV over the pattern, then blow out the bubbles with a stream of air from your air-brush or even a drinking straw! Once you've eliminated the bubbles on the face of the mold, use Tom's thin-stream pouring technique to add the rest of the RTV.

Old molds need never die. You can recycle old RTV molds when you make new ones by chopping them up and placing the pieces in the corners of the mold box, away from the patterns. Since RTV bonds to itself extremely well, the old material will serve as filler for the new, reducing the amount of fresh RTV required.

Paint the mold! For a head start on painting your model, paint the mold before pouring in the resin. I use Floquil Railroad Colors – the kind with the Dio-Sol solvent – and airbrush the mold cavities immediately before each pour with a primer or with the color of the finished part. Spray cans of lacquer also work well.

The resin bonds to the paint, which also serves as a mold release. Urethane resins don't need mold release, but if you use other casting materials such as epoxy or polyester, the layer of paint serves as a barrier and extends the life of the mold.

Chill the resin. That small refrigerator under my workbench isn't just for cold drinks! Some of today's urethane casting resins cure so quickly that I have trouble using even a small batch before the material starts to harden, or "kick."

I keep the A and B bottles of the resin in the refrigerator, which adds several minutes of working time to each batch. Be sure to replace the caps on the bottles before returning them to the fridge – resin and moisture don't go well together.

Or warm the mold. If, on the other hand, you're in a hurry, warm the mold. This happens naturally as you cast parts, which is why your first parts take longer to kick than the tenth and twentieth ones you pour. – *Bob Hayden*

release in preparation for pouring the RTV rubber.

Pouring the first half of the mold

Mix the RTV according to the directions. Micro-Mark mold rubber uses a 1:1 ratio that makes it easy to mix. Most liquid molding rubbers consist of two parts of different colors, so you can tell when they're thoroughly mixed by the uniform tint of the material.

A couple of tricks will eliminate most air bubbles from marring the face of your mold. First, stir, don't whip, the rubber to mix it. Rapid stirring doesn't help and simply incorporates extra bubbles in the RTV.

Next, pour the mixed rubber slowly into one corner of the mold box and let it flow over the pattern. Hold the container of rubber 5" or 6" – even a foot – above the mold box and dribble in the RTV in a thin stream. This gets rid of most bubbles, as any bigger than the diameter of the stream will pop.

Don't waste time worrying about how much RTV you need to fill the mold box. Instead, start with a batch slightly smaller than required, then mix additional batches to build up the thickness of the mold. Set the first half



Bill of materials

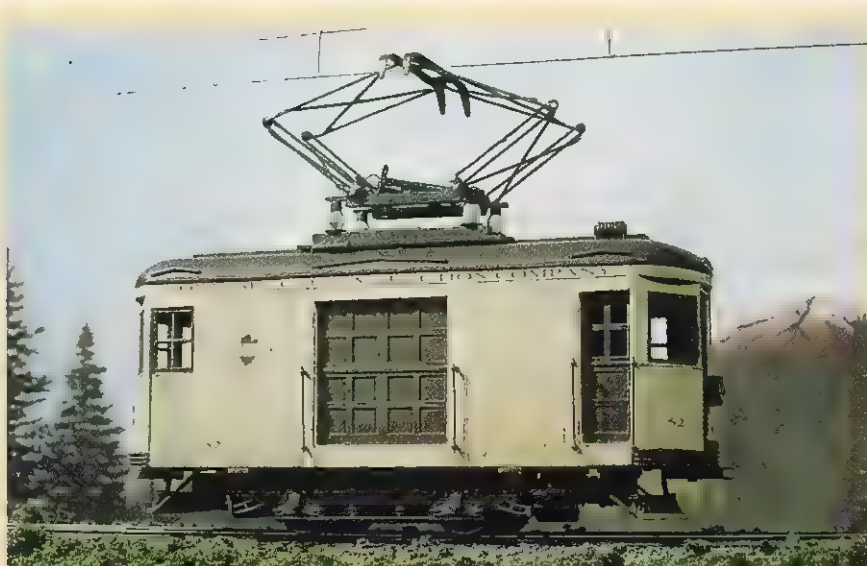
Micro-Mark

340 Snyder Ave.
Berkeley Heights, NJ 07922
800-225-1066
www.micromark.com

80352 Mixing Set
80475 Mold Release
82057 CR-600 Casting Resin
82083 One-to-One/Rapid Mold Rubber

Miscellaneous

.060" styrene sheet (Micro-Mark 80903 or Evergreen Scale Models 9260)
 $\frac{3}{8}$ " x $\frac{1}{4}$ " basswood strip (Micro-Mark 81291 or Northeastern 70262)
 $\frac{1}{8}$ " aircraft plywood (Micro-Mark 50197 or Midwest Products 5244)
rubber bands



THE SQUASH METHOD

I molded the parts for this four-wheel freight motor using a different technique than in the main story. Instead of filling the mold by pouring through a gate, I first filled the bottom half of the mold with resin, then pressed the top half into it, completely filling the cavity and driving out the air.

This is aptly called the "squash method." It's particularly good for deep cavities like the ends of this car. The two-part mold for the sides includes vents to let air escape, but the one-part mold for the roof uses a glass plate on its open side, giving the bottom of roof castings a smooth, flat surface. — Tom Piccirillo



aside to cure for four hours. Figure 4 shows the completed first-half pour.

Second-half heroics

In fig. 5, I've removed the first half of the mold from the box after the rubber has cured. Figure 6 shows the pattern replaced in the first half, ready for the second half to be poured over it. Fill the gates with stripwood to keep them open, but leave the alignment cavities open to form matching lugs. Figure 7 shows the new, higher mold box that I built up around the first half.

A thorough application of mold release is especially important before making the second pour. Although RTV readily peels away from most materials — even porous stuff like wood — it bonds to itself like crazy. Make sure you have a thorough coating of mold release wherever the second pour of mold rubber will contact the first half of the mold.

Mix and pour the second mold half as you did the first, fig. 8, allow it to cure, then remove the sides of the box and peel the halves apart as in fig. 9. Remove the pattern and inspect the

mold carefully for places where excess rubber may need to be trimmed away from the gate attachment points. Do this with a brand-new no. 11 blade or single-edge razor blade.

Casting parts

Here's what we set out to do at the beginning! I used Micro-Mark CR-600 casting resin, a two-part, 1:1 mixture that can be de-molded in about ten minutes. Although the parts are quite flexible when removed from the mold, the castings firm up quickly, and the resin hardens fully in a few hours. In curing it turns from clear to almost pure white, making it easy to paint.

Silicone molds usually don't need mold release for urethane resin castings. With this mold, all I did was align the halves and back them with slabs of $\frac{1}{8}$ " aircraft plywood to hold them flat, then held the sandwich together with heavy rubber bands.

With the mold positioned so the gate was vertical, I poured in the resin. Commercial casters may use vacuum or pressure material — sometimes both — to

ensure the mold cavity fills completely without bubbles. Since the Micro-Mark resin is water-thin, this isn't necessary. All we need to do is give the air in the mold cavity an easy way to escape, and this mold is designed to accomplish that, especially after I added a second vent as explained on page 65.

As fig. 10 shows, it works! The chemical reaction of the resin generates heat, which helps it cure. This means that big parts with thick cross sections generate more heat and so cure faster than little parts with thin sections.

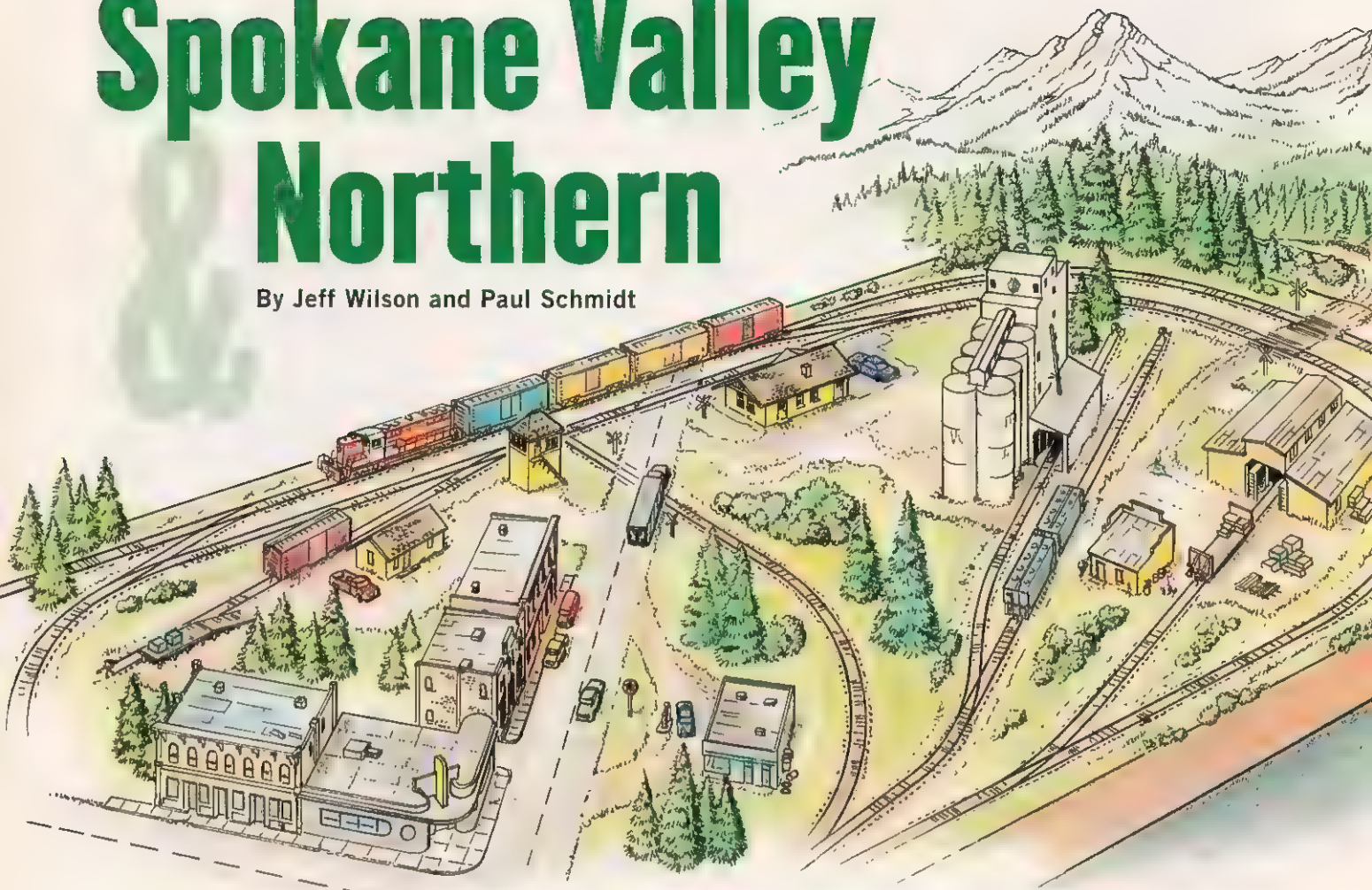
After a few minutes of cleanup under a strong light, I washed the girders, painted them, and built the finished bridge shown on page 64.

You should try casting your own model parts. You'll find that it isn't difficult and will become a handy addition to your bag of modeling tricks. ☛

Tom is general manager of Micro-Mark and a lifelong O scale traction modeler. His Somerset County Traction System was described in the April 1996 MODEL RAILROADER.

Spokane Valley Northern

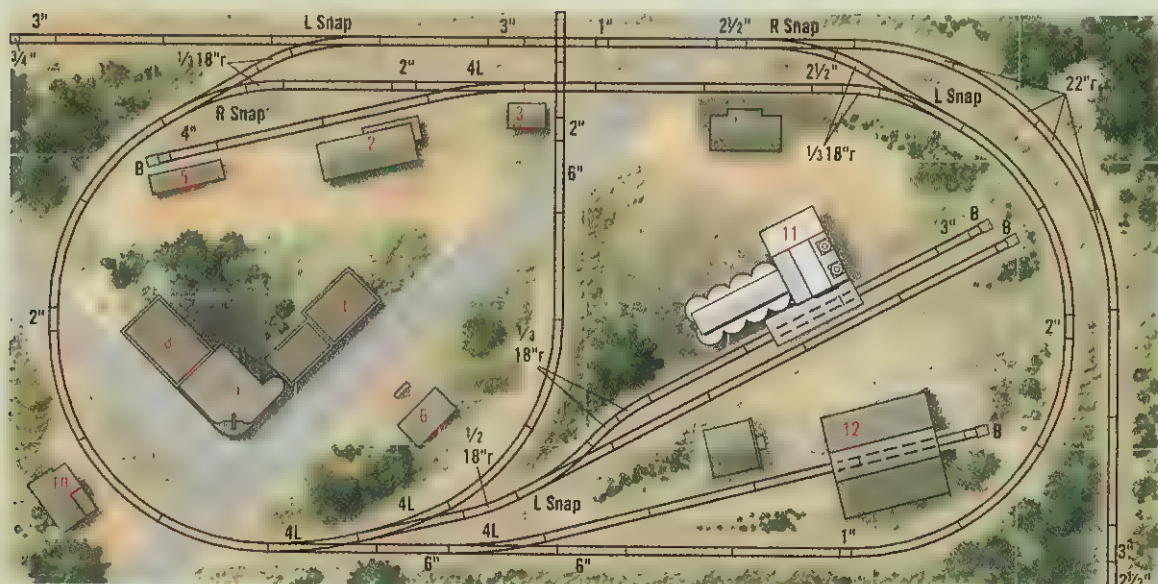
By Jeff Wilson and Paul Schmidt



Get started in model railroading with this 4 x 8-foot HO layout

The best way to get started in model railroading is with something small. Over the years a 4 x 8-foot layout has proven to be the most popular, and the dimensions are about the largest practical for a layout that can be moved.

MODEL RAILROADER on a regular basis either builds or sponsors the construction of a project layout. This time we've added a bit of a twist, as the sidebar on the next page explains. Even if you don't enter our contest, we hope



Scale: $\frac{3}{4}$ " = 1'-0" 12" grid

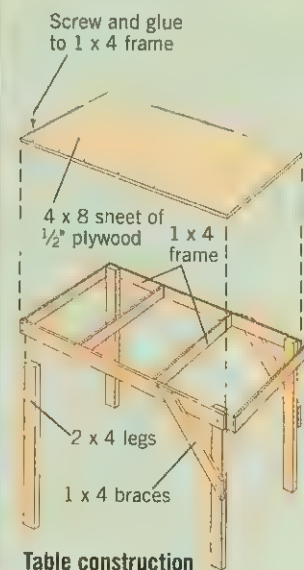


Table construction

you'll consider building the HO scale Spokane Valley & Northern Ry. for your first layout.

Spokane Valley & Northern Ry.

The Spokane Valley & Northern Ry. – or SPNR – is envisioned as a late 1980s shortline spinoff from the Burlington Northern. It serves several customers in the outlying Spokane, Wash., area and interchanges cars with the BN at a small yard. The major customers are a grain elevator and wholesale lumber distributor.

Another track has an old former BN freight house and a loading platform, which can also serve as a team track, where off-line local customers can back a truck directly to a freight car to load or unload.

One line branches off to the inside and continues across two tracks and off the edge of the layout.

This simulates a continuation of the SPNR and can be used for future expansion. If you don't want to include the crossings, substitute 6" lengths of straight track on the through routes and add a bumper to the branch line to make another industrial spur or an engine service track for the SPNR.

Operation

A typical operating session has a BN local train arrive at Spokane Junction from the staging track at the right of the plan. The train sets out several cars for interchange on the inner track, then returns to Parkwater Yard in Spokane.

The SPNR's engine (a GP7, GP9, or an SW1500 would be appropriate) picks up the cars and heads clockwise out on the SPNR line to switch the various industries and tracks. To add a feeling of time and distance, the train travels a lap or two between switching each spur.

Along with setting out cars, the SPNR picks up outbound cars, such as covered hoppers from the grain elevator and bulkhead flatcars from the lumber distributor, to drop off at the junction. The BN local, powered by a GP38-2, then returns with new cars for the interchange and picks up those the SPNR set out.

You can expand the layout by extending the BN tracks on either end or by continuing the SPNR line that crosses the junction.

Construction

A simple 1 x 4 frame with 2 x 4 legs and a 1/2" or 3/4" plywood table would serve well for benchwork. You also could build the type of table used for the 4 x 8-foot HO scale Rock Ridge Central, introduced in the January 2002 MR.

We suggest using cork roadbed underneath the track, as well as for street and structure bases.

Jeff Wilson designed the layout to use Atlas track components, which are listed in the bill of materials. The only track pieces that can't be used as-is are the two 90-degree crossings. Each route of an Atlas Snap-Track crossing is 6" long, and the tracks are 3" apart.

To fit the crossings next to each other you'll have to cut 1 1/2" off one leg of each crossing with flush-cutting rail nippers, a fine-toothed razor saw, or a cutting disk in a motor tool. Smooth the cut ends with a fine file, and trim away a tie on

each end so you can slip on a rail joiner.

You'll want to screw small pieces of plastic, acrylic, or wood to the layout's sides to serve as bumpers for tracks that go to the edge.

Different locales

If Washington state's Inland Empire region doesn't inspire you, feel free to change the layout's locale, name, and theme. Grain elevators and lumber dealers are common throughout the West and Midwest. A layout that's set in the East or Southeast might have an older brick-structure manufacturing plant in place of the elevator and perhaps a bulk fuel dealership to substitute for the lumber distributor. Look around where you live for ideas, and check Walther's HO scale catalog for kits that suit your needs and budget.

Most of all have fun, because that's what model railroading is all about. ☛

CALLING ALL BEGINNERS

We're seeking three new model railroaders to build the track plan shown here, and we'll help them by answering their questions as they go. Just tell us in 200 words or less why you want to build the Spokane Valley & Northern Ry. (or whatever locale and name you choose).

The three winners will receive a \$500 gift certificate to use at a hobby shop of their choice. We'll begin answer-

ing their questions in the October 2002 issue of MR.

Send your letter postmarked no later than May 15 to:

MODEL RAILROADER
21027 Crossroads Circle
P. O. Box 1612
Waukesha, WI 53187-1612

You also can e-mail us no later than May 15 at layoutcontest@mrmag.com.

— Paul Schmidt, associate editor

Bill of materials

Structures

American Model Builders

1. 138 station
2. 701 freight house
3. 702 interlocking tower

Bachmann Spectrum

4. 88005 bus depot

Blair Line

5. 174 loading ramp

City Classics

6. 108 gas station

Design Preservation Models

7. 116 Carr's Parts
8. 117 JC Nichols
9. 120 Front Street building

Grandt Line

10. 5906 No Problem Joe's

Wm. K. Walther's

11. 933-3022 grain elevator

12. 933-3057 lumber company

Track

Atlas Model Railroad Co.

- 176 90-degree crossing, 2
- 281 left-hand no. 4 Custom Line turnout, 4

- 821 9" straight, 25**

- 822 6" straight, 3*

- 823 3" straight, 4*

- 833 18" radius, 12**

- 834 1/2 18" radius, 1*

- 835 3/4 18" radius, 6*

- 836 22" radius, 4**

- 843 bumper, 4

- 847 Snap-Track Assortment – contains two pieces each of 3/4" straight (need 1), 1" straight (2), 2" straight (4), and 2 1/2" straight (3)

- 860 left-hand Snap Switch, 3

- 861 right-hand Snap Switch, 2

(Sold in packages of four* or six**)

TEXAS-ST

MODEL RAILROADING



By Michael B. Ross • Photos by the author

Visitors to today's HO scale Texas & Pacific Ry. see a beautifully finished and detailed model railroad that really conveys the feeling of trains rolling through the uncluttered, wide-open spaces of west Texas. Steam and early diesels pull their trains through Texas

cattle country, along valleys carved eons ago by now-dry rivers and under the cliffs of imposing mesas. Passengers look out their windows and watch cowboys rounding up the herd, oil wells pumping Texas crude, or the slower pace of life in small towns. This is one model railroad you want to watch and listen to—the crows “rao” and the oil wells creek.

YLE

19-year collaboration
results in a magnificent layout



▲ R. D. Moses and Jack Lusk have done a great job of capturing the look of the Texas & Pacific operations in west Texas in the 1950s.

► This photo by R. D. Moses of his first layout, the Fort Worth & Western, was published in the December 1961 issue of MR. The scenery on this 4 x 8 HO layout holds up pretty well even by today's standards. The arroyo (dry canyon) in the foreground is typical of west Texas.



The layout at a glance

Name of the railroad: Texas & Pacific

Scale: HO (1:87)

Size of the layout: 14 x 48 feet

Prototype: Texas & Pacific

Locale: rural west Texas

Period: 1950-1960

Layout heights: 45" to 54"

Benchwork: open grid

Roadbed: cork over plywood

Track: Atlas flextrack

Length of mainline run: 193 feet

Turnouts: no. 6, Shinohara and Peco

Minimum curve radii: 24"

Maximum grade: 3 percent

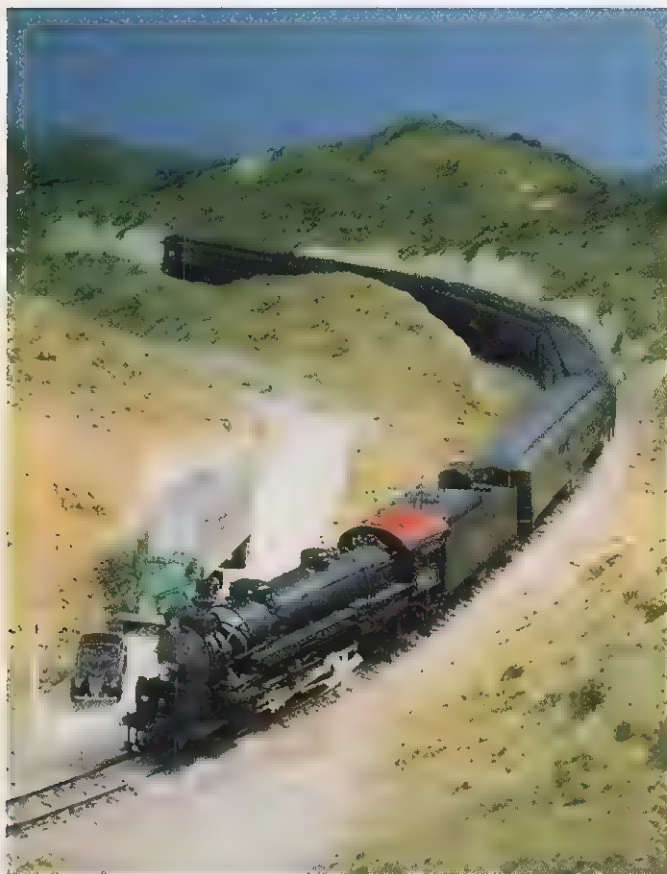
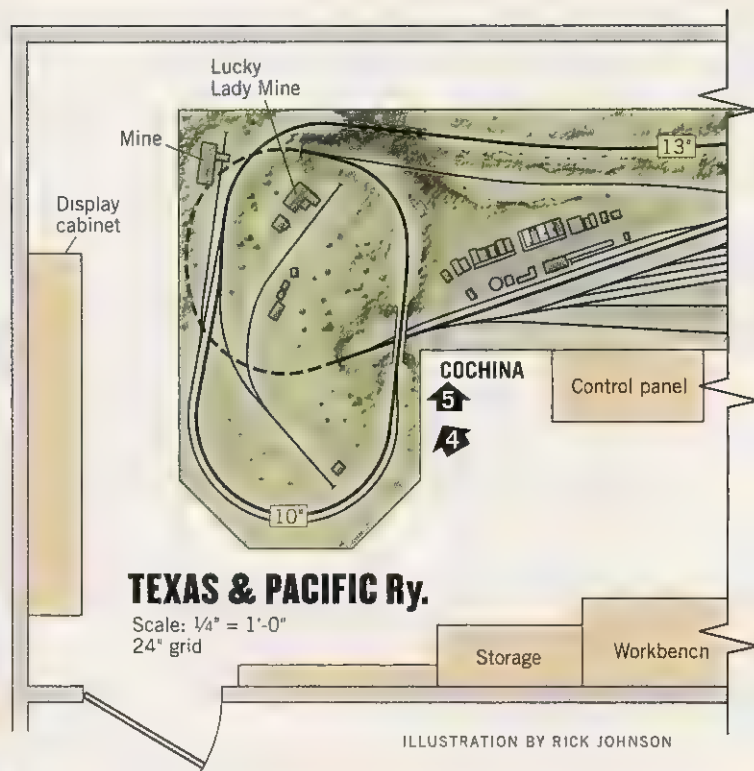
Scenery construction:

Hydrocal over aluminum screen

Backdrop: paneling

Aisleways: 17" minimum

Control: cab control with 13 blocks and 3 cabs (PFM)



▲ 2. How's this for re-creating in miniature the wide-open spaces of west Texas? As the car and truck wait, a Texas & Pacific passenger train approaches this lonely crossing. The train is pulled by no. 803, an H-2-class 2-8-2.

► 3. These tired cowboys have their hands full keeping the cattle calm as a T&P passenger train headed by no. 900, a beautifully painted class M-1 4-8-2, roars by.

The Texas & Pacific is housed in its own 14 x 48-foot building in R. D. Moses' backyard. R. D. and his friend Jack Luck have been working on the layout since 1983. The original version was housed in a 14 x 24-foot building. When the decision was made to expand the layout in 1991, the building was doubled in length.

Moses' involvement in this hobby goes back over 50 years to the time when he built his first layout as a father-son project. That layout, called the Fort Worth & Western RR, occupied a 4 x 8 sheet of plywood. A photo of it was published in the December 1951 issue of MR. (That photo is shown on the previous page.) He still proudly recalls the \$10 check he received. As so often happens, R. D. got more and more engrossed in model railroading as time went on.

Planning

In planning the layout, both men first listed the overall features they wanted. These included open scenery typical of west Texas with oil and cattle as the main industries. The major town would be located in a river valley with the main line climbing out of town to the open, high prairies. Building heights would be limited to a maximum of two stories so as not to detract from the scenery.

Once the layout was planned, Jack used tracing paper right over the layout plan to design the open-grid benchwork. Each riser was calculated to within .10". The 1 x 4 grid pieces, the 2 x 2 legs, and the risers were all numbered and cut to size at a lumberyard. Everything fit perfectly when assembled in the layout room. Then Jack drew track center lines on plywood subroadbed. After drawing all center lines, he glued cork roadbed to the plywood.

Scenery

Both friends really enjoy building scenery. In fact, in my opinion, it is the remarkable degree of detail and the blending of scenic elements and colors that make the T&P so outstanding. They use only flat colors and weather almost everything lightly. It all blends together naturally from the ballast to the buildings.

Highest point on layout

Mesa

► The T&P's home looks like a combination passenger and freight station.

Cattle pens

Oil tanks

Cattle pens

Dirt road

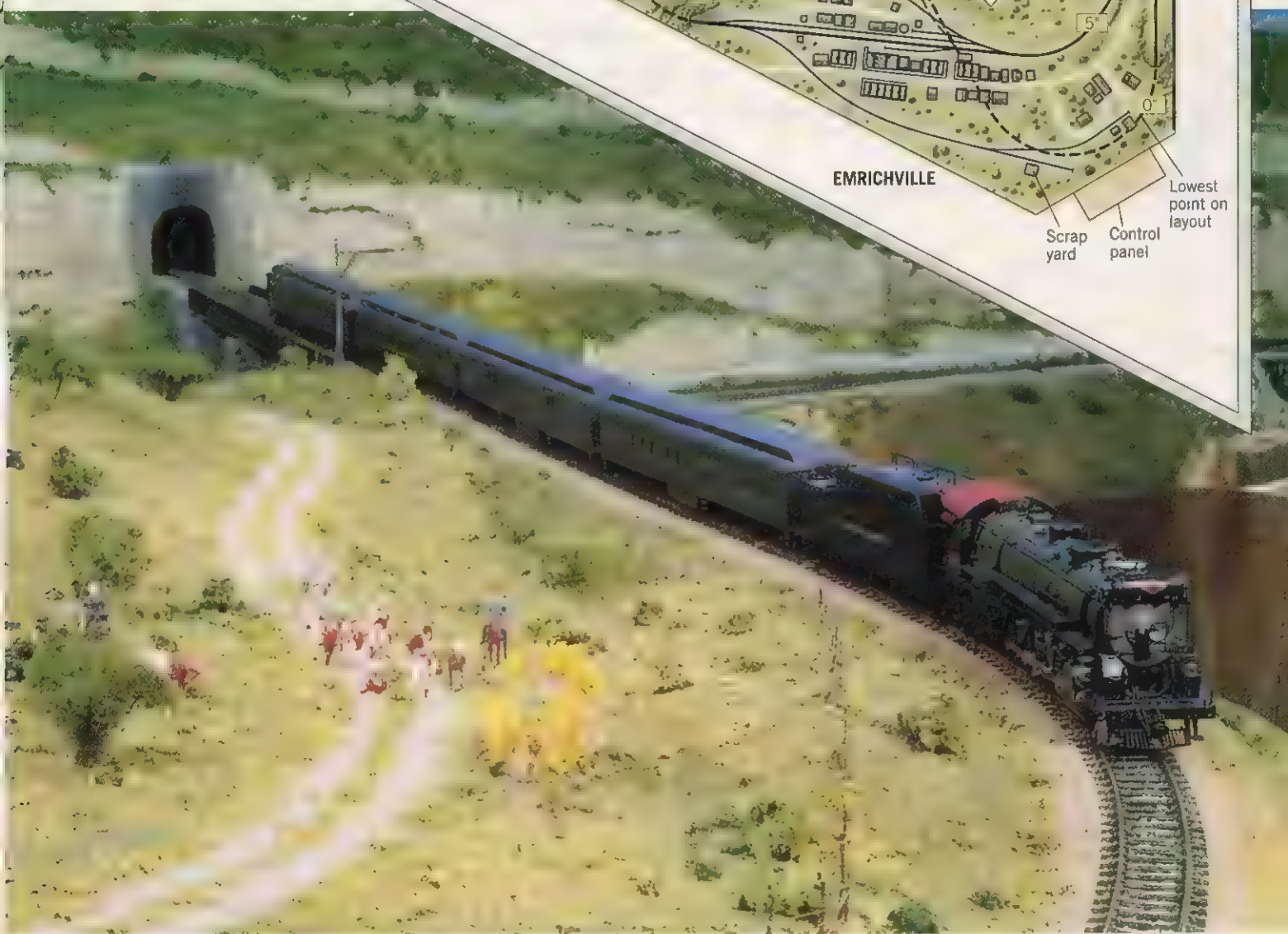
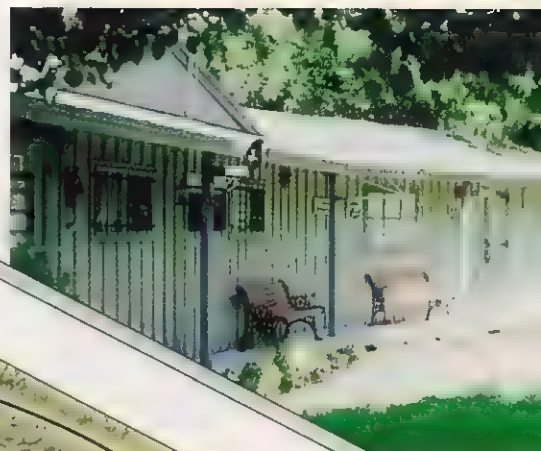
Hidden staging

EMRICHVILLE

Scrap yard

Control panel

Lowest point on layout





THE PROTOTYPE TEXAS & PACIFIC

Chartered in 1871, the Texas & Pacific Ry. would eventually operate over 2,000 miles of track between New Orleans, La., and El Paso, Texas. At El Paso, the T&P connected with the Southern Pacific's line that ran all the way to Los Angeles. The two lines formed the country's second transcontinental route when the T&P completed its line from Shreveport to New Orleans in 1882.

The 2-10-4 wheel arrangement was named "Texas" because the T&P was the first railroad to order these engines from the Lima Locomotive Works.

The T&P remained an independent company until it was merged into the Missouri Pacific in 1976.

(Information from *The Historical Guide to North American Railroads*, Kalmbach Publishing Co.)

▲ 4. The major industries on the Texas & Pacific are cattle, oil, and mining. Here a new diesel switcher shuttles ore cars at the Lucky Lady Mining Co. complex.

Scenery shapes are formed by applying Hydrocal over aluminum screen. Some of the rock outcroppings were made with rubber molds, others were hand-carved. One rule the men follow is to throw away nothing. They even save plaster scraps in a big can and use them on talus slopes.

Mesquite trees are typical on the Texas plains and R. D. builds them 50 to 60 at a time. He makes the trunks by forming armatures of 14-gauge multi-strand wire and then flooding them with solder. He has "planted" hundreds of mesquite, but they just seem to disappear on this big layout.

Visitors sometimes question why Sargasso cacti, which do not grow in Texas, are included on the T&P. The answer is that R. D. just likes them and has included several hundred. Hey, didn't you ever hear of modeler's license?

R. D. and Jack have used a variety of tricks to convey the visual impression of great distances. The rear of the layout is populated by N scale people, animals, and cars.



Backdrops

The backdrops were painted after the scenery was done. Jack used a photoflood held at eye level to project a shadow outline of the hills onto the wall 18" behind the back of the layout. He added a pencil sketch of more distant landscape directly on the wall.

Then they called Mike Paul, a friend who's a commercial artist, to paint the backdrop. As Mike's work progressed, R. D. and Jack constantly reviewed it from typical viewing spots and Mike made any necessary changes.

One end wall backdrop painting is of a typical west Texas thunderstorm. Sound effects make the scene so realistic that operators switching their peddler freights in that corner of the layout experience anxiety and a sense of urgency to get away from there!

The future

R. D. and Jack happily recall their 19-year collaboration building the T&P. Most visitors would conclude that the layout is complete, but both men say it will never be finished. They look forward to adding interesting details for many more years. ☼

Author Michael Ross got started in the hobby at age 11 by making cardboard tracks for OO gauge cars his father built prior to World War II. During high school he built an HO layout and then while in college he switched to O and has stuck with that size. For the past eight years he has conducted product reviews for O Scale News. He's building an O scale Appalachian coal hauler patterned after the Virginian Ry. Professionally, Dr. Ross is an oncologist at the Moncrief Cancer Center in Fort Worth, Texas.

▲ 5. It's the Fourth of July and they're celebrating Frontier Days in the town of Cochina. Cowboys are driving the longhorns down Main Street ahead of the marching band.

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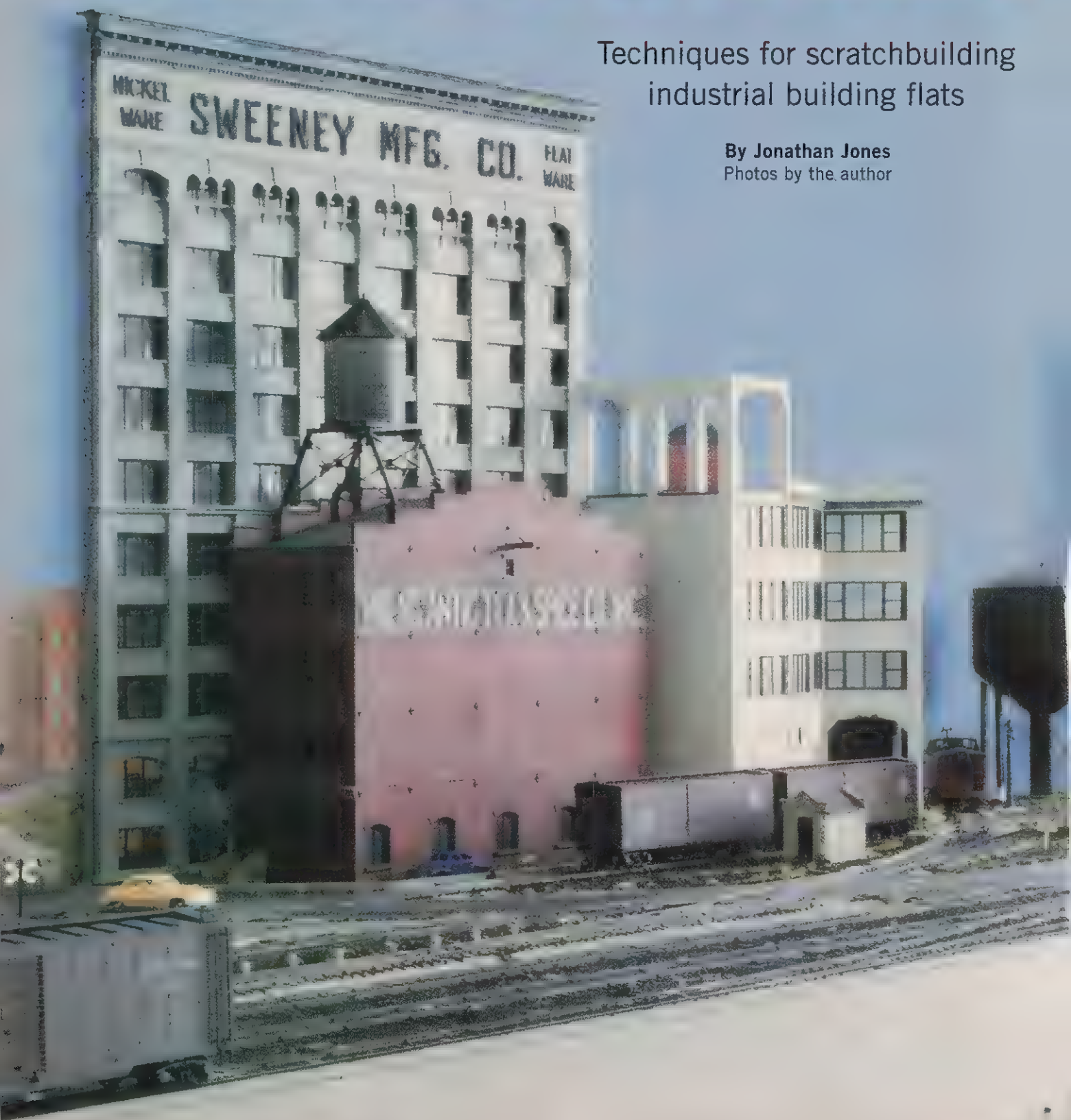
Meet R. D. Moses and Jack Luck

The layout builders and longtime friends are R. D. Moses, left, and Jack Luck. R. D., a lifelong resident of Fort Worth, retired after running the family glass business for 40 years. Jack, a retired quality control engineer, is also interested in larger trains. He's a member of the Southwest Live Steamers where he enjoys operating his 7½"-gauge Mogul.

BUILDING SWEENEY

Techniques for scratchbuilding
industrial building flats

By Jonathan Jones
Photos by the author



MANUFACTURING

Modeling urban railroading certainly has come of age. With the abundance of easy-to-build city and industrial structure kits, making a typical urban-industrial setting on our model railroads is easier than ever.

However, from my perspective as a professional architect something is missing. I'm a stickler when it comes to buildings, and I've found that kits don't always help me achieve the look I want. Sometimes two or three must be kit-bashed to arrive at a model that has the proportional mass of the real thing. That can get expensive.

I built Sweeney Manufacturing as a way to develop an inexpensive technique for scratchbuilding other large structures for my HO scale Mid-Atlantic & Western Ry.

Signature elements

When designing and building models, or even entire layouts, I find it important to understand the signature elements that ultimately determine how an object looks and feels. This, I believe, is one of the secrets to convincing free-lance modeling.

The sidebar on page 80 delves into the topic of signature elements, and you'll find it helpful to know some of the terms and definitions that are applied to early 20th-century buildings such as Sweeney Manufacturing.

You can build Sweeney Manufacturing, which is based on a real structure in Brooklyn, N. Y., as I've described it here. However, by combining the techniques I'll outline with an understanding of signature elements, you can build almost any prototype structure of similar construction – or even one of your own design – in any scale.

Considerations

The trick to reproducing a low-relief structure such as Sweeney – with its variety of planes and surfaces – is

Jonathan Jones based Sweeney Manufacturing on a prototype building in Brooklyn, N. Y., and built it with cardstock and stripwood for his HO scale Mid-Atlantic & Western Ry.



stacking successive layers of material to create depth. Each element gets its own layer, and the layers are on different planes.

I didn't want to spend a lot of money so I built most of Sweeney Manufacturing with chipboard, a medium-brown cardboard available at well-stocked art supply stores. It typically comes in sheets measuring 24" x 36" or 32" x 40". You're most likely to find it in the mat-board and watercolor paper section. In fact, chipboard probably will be next to the foam core, which also is needed for this project. I also used pieces of Strathmore board and stripwood, as well as a few other odds and ends.

After studying the prototype building, I made several decisions regarding size, siting, and level of detail. First, I decided to omit the basement story. In the prototype photo you can see how this level is below grade and has a substantial light well in front of it. Because the model would be in the background on my layout this feature wasn't necessary. Besides, there really wasn't room.

Scale and goals

I built my model to 1:96 scale ($\frac{1}{8}$ " = 1'-0"), which is slightly smaller than HO.

Although the real Sweeney Manufacturing has a light well for the basement, Jonathan chose not to model it for space reasons and because it wouldn't be seen.

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For additional photos of Jonathan Jones' model railroad go to our Web site – www.modelrailroader.com



Fig. 1 LAYER 1. Layer 1 (tan) has been glued to layer 0. Edge beams and other details will be glued directly onto the drawing on layer 0.



Fig. 2 WINDOW SILLS. Jonathan cut floor beams and window sills from $\frac{1}{32}$ " chipboard and glued these between the columns of layer 1. Note how he has recessed the front edges of the window sills about three scale inches behind the face of the adjacent columns.

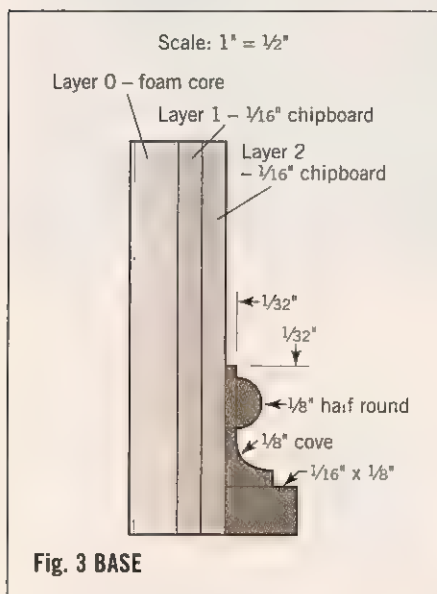


Fig. 3 BASE

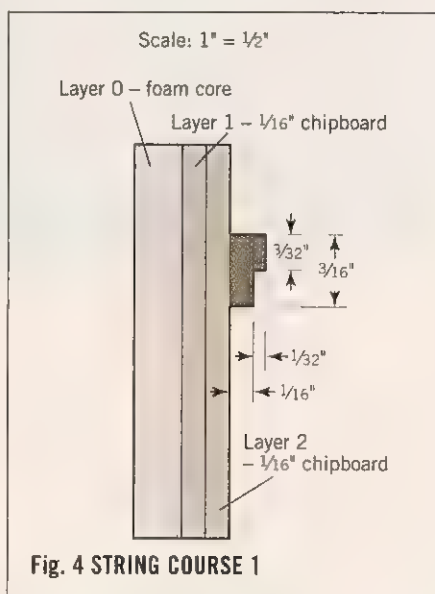


Fig. 4 STRING COURSE 1

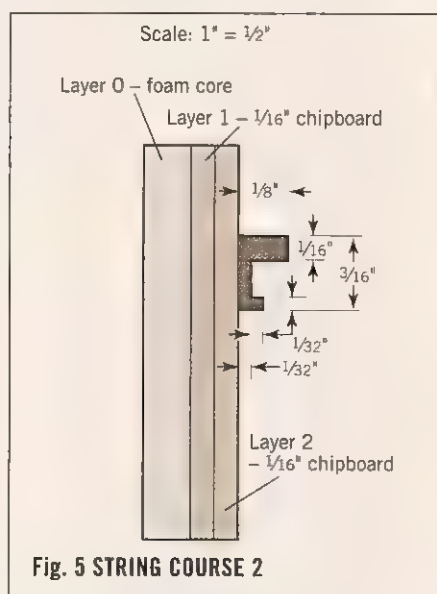


Fig. 5 STRING COURSE 2

ILLUSTRATIONS BY JONATHAN JONES AND KELLIE JAEGER

I found this to be an effective way of "selectively compressing" the building without deleting multiple stories or bays.

For a model that's even smaller, omit one bay to make it narrower or eliminate a story or two to make it shorter. If you decide to shorten your building by more than two stories, I recommend reducing the height of the frieze (the sign area) by a few feet. Maintain the signature elements so your building keeps the right proportions.

If designing your own structure, keep the column spacing and floor-to-floor heights within reason. Fourteen to 20 feet is a reasonable distance for column spacing. Floor-to-floor heights typically range from ten to 16 feet, with window sills $2\frac{1}{2}$ to $4\frac{1}{2}$ feet up. If the win-

dow sills are too high, they'll be over a typical worker's head; too low and you'll be left with a foot-high sliver of wall below the window sill.

My goal with Sweeney Manufacturing was to achieve the overall size, shape, color, and texture, rather than modeling all the prototype's details and their exact profiles. Therefore, items such as the string coursing (projecting ledges) and cornice are represented rather than replicated.

As a result, my model even looks a little crude upon close inspection, but at viewing distance the rhythm of multiple textures and surfaces dominates the individual details.

Decisions such as these are important when scratchbuilding any model,

so take some time to think these considerations through before you start.

Building the enclosure

After gathering the materials, make five photocopies of the drawing of Sweeney Manufacturing at the scale you've chosen.

To design your own building, start with a simple line drawing that includes the building's signature elements and the details you think are necessary. Because the drawing will also be a cutting guide, use a drafting triangle and a T-square to ensure the lines are parallel and perpendicular.

Determine how deep (front to back) the structure should be. For example, with bracing made of $\frac{1}{8}$ " stripwood the



Fig. 6 COLUMN CAPITALS. After attaching the cornice, Jonathan is building up the column capitals on layer 2 with chipboard.



Fig. 8 COLUMN CAP. Jonathan cut the column capital cap from chipboard. Take the dimensions from the main drawing of the building and fig. 7.

flat's total depth will be about $\frac{3}{4}$ ". My flat is somewhat thinner than that and even though it is braced it tends to warp a bit, so the deeper your model is, the better.

Laminate one scale drawing onto a sheet of foam core with heavy-duty spray glue or contact cement (spray glue will help prevent warping). Make sure the drawing is pressed down well, with no wrinkles or bubbles, as it will become part of the model when you are finished. Laminate additional drawings onto the foam core sheet for the building sides. I'll refer to this surface as "layer 0."

Cut out the exterior profile of the building front and sides. Don't worry about the cornices and string coursing where they extend past the sides. The front and sides of your building should be simple rectangles at this point.

Next, carefully cut out the window openings with a sharp hobby knife. My building has another structure in front of it so I didn't bother to cut out openings where they would be hidden.

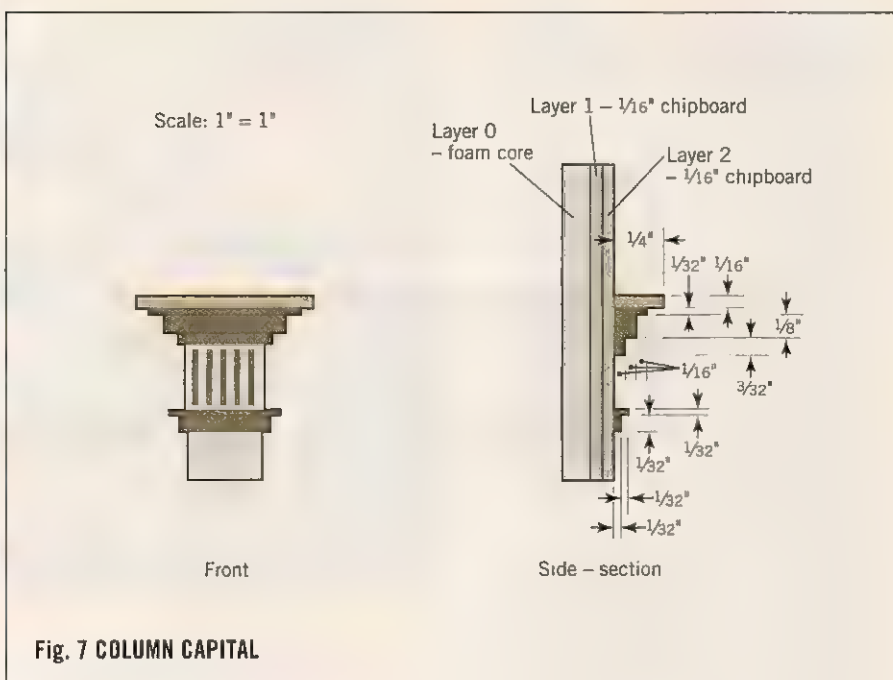


Fig. 7 COLUMN CAPITAL

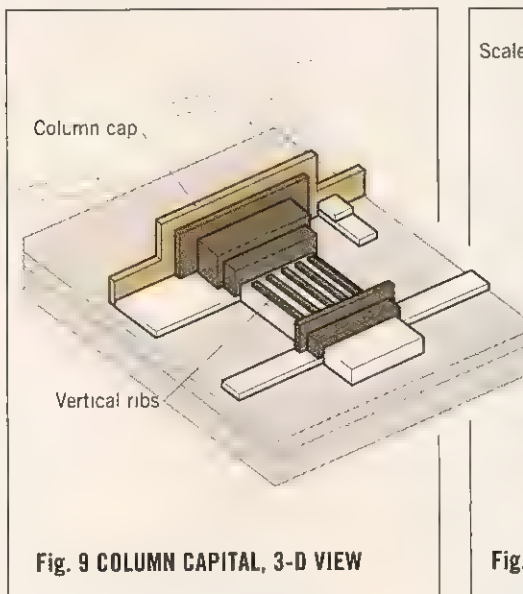


Fig. 9 COLUMN CAPITAL, 3-D VIEW

Keep the blade perpendicular to the foam-core surface when cutting. Use a steel straightedge and make each cut with several light passes. Arched windows are hard to cut into foam core, so if you prefer make rectangular openings.

Glue the sides to the front of the building with the front overlapping the sides. Fit and glue $\frac{1}{8}$ " x $\frac{1}{2}$ " bracing cut from foam core or stripwood (thin edge down) to the back of the building along the column lines. Add bracing along the floor lines too. Then lay the assembly flat and weight it while it dries for a day or two.

Adding layers 1 and 2

The first column layer, or layer 1, is $\frac{1}{16}$ " chipboard. Apply a light coat of spray glue to attach another copy of the draw-

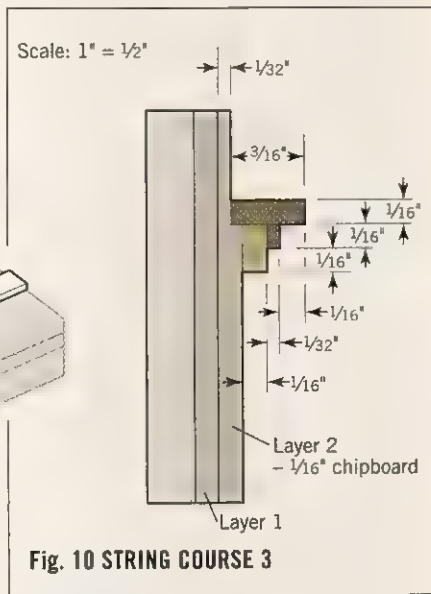


Fig. 10 STRING COURSE 3

ing to the chipboard. This will let you easily remove the drawing later. Then cut out layer 1 and glue it to layer 0 (fig. 1).

Next, measure the drawing and cut $\frac{1}{16}$ " chipboard strips to match the depth of the floor slab of each story. Then cut these pieces to fit between the columns and glue them onto the exposed areas of the drawing on layer 0.

Finally, cut strips for window sills from $\frac{1}{2}$ " chipboard. The sills' depth should equal the thickness of layer 0, including the foam core, plus three scale inches (about $\frac{1}{2}$ " in HO scale). The front edge of the sill should be three scale inches behind the face of the adjacent columns as shown in fig. 2.

Next, securely glue another drawing onto a sheet of $\frac{1}{16}$ " chipboard for the

SIGNATURE ELEMENTS

Industrial buildings, whether they are sheds, frame and curtain-wall, or solid masonry, in general clearly express their structure, enclosure, and materials. That is, an observer can determine the primary structure, secondary structure, and enclosure.

Sweeney Manufacturing, for example, is a concrete-frame and curtain-wall building. The vertical columns, which project out the farthest, hold the building up and can be called the primary structure. They also divide the building into "bays." The horizontal pieces in between represent the floor slabs and are held back slightly from the face of the columns, which expresses their role as secondary structure. Combined, these two systems form a grid-like "frame."

The windows, and the small bit of wall underneath, are non-structural and create enclosure by filling in this grid. Note that the face of the wall is held back from the face of the floor slab to show that its role is subordinate to that of the floor-and-column structure. It is the non-structural nature of this enclosure that generates the term "curtain wall."

The base-middle-top arrangement gives the building its vertical proportions, which make it look lighter as it gets higher. Deep reveals, which simulate heavy masonry, also continue into the area above the second-story windows. These features keep the building's visual weight on the ground.

Deep reveals, which simulate heavy masonry, also continue into the area above the second-story windows. These features keep the visual weight of the building on the ground.

The middle section extends from the top of the second-story ledge to the column capitals at the tenth story. The seven-story middle section has been further divided into a three-story section and a four-story section, giving the building more verticality and increasing the feeling of lightness as the structure gets taller.

The top section extends from the top of the capitals to the heavy cornice, which puts a visual "lid" on the building.

This expression of structure and hierarchy is typical of many concrete-frame and curtain-wall buildings and can be applied to the design of any model, whether free-lanced or based on a prototype. — Jonathan Jones



Fig. 11 ATTIC WINDOWS. Jonathan has glued rectangles of $\frac{1}{2}$ " chipboard to the underside of the center arch's spring points, and he's building the column capitals on layer 2. Note the built-up string coursing above the attic windows, the completed cornice, dentils, and the keystones above the attic windows.

second column layer, or layer 2. Cut out layer 2 and glue it to layer 1, making sure it's perfectly aligned.

Base and middle

Build a base for the structure by stacking layers of chipboard and stripwood as shown in fig 3. Miter the pieces at the corners and continue the base construction around the sides.

Cut and stack strips of $\frac{1}{2}$ " chipboard as shown in figs. 4 and 5 for string coursings 1 and 2.

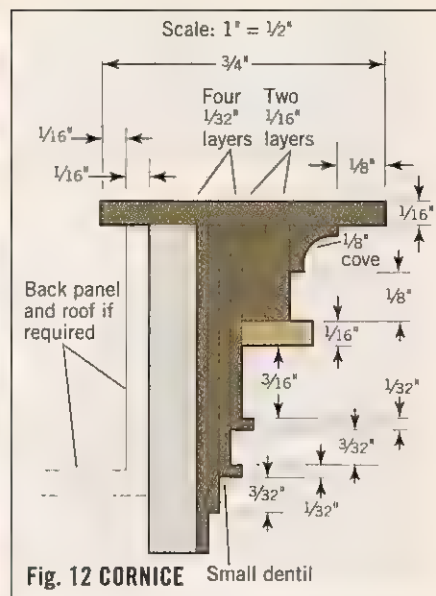
Build up the layers for the column capitals (the head or crowning feature of the column) from chipboard as shown in figs. 6 and 7. The layers that wrap around the sides of each column are three separate pieces.

The vertical rib details are cut from strips of $\frac{1}{2}$ " chipboard and spaced evenly across the face of the column capital. If you find it difficult to slice chipboard into thin strips, try another material such as a manila folder, thin cardstock, or stripwood.

The column cap is one long notched piece of chipboard (fig. 8) that fits over the tops of the columns as shown in fig. 9. Finally, add string coursing 3 as shown in fig. 10 before moving on to the cornice.

Attic windows and cornice

Add a column capital to the attic window mullions by gluing rectangles



of $\frac{1}{2}$ " chipboard to the underside of the center arch spring points (fig. 11).

Next, cut pieces of $\frac{1}{2}$ "-square stripwood for the short columns underneath the middle arch. The brackets below the attic window sills are cut from strips of $\frac{1}{2}$ " chipboard.

Begin building the cornice by cutting out a drawing of it. Glue the drawing onto piece of chipboard, then glue strips of chipboard on top of the drawing following the dimensions in fig. 12. Be sure to run these strips around the corner.

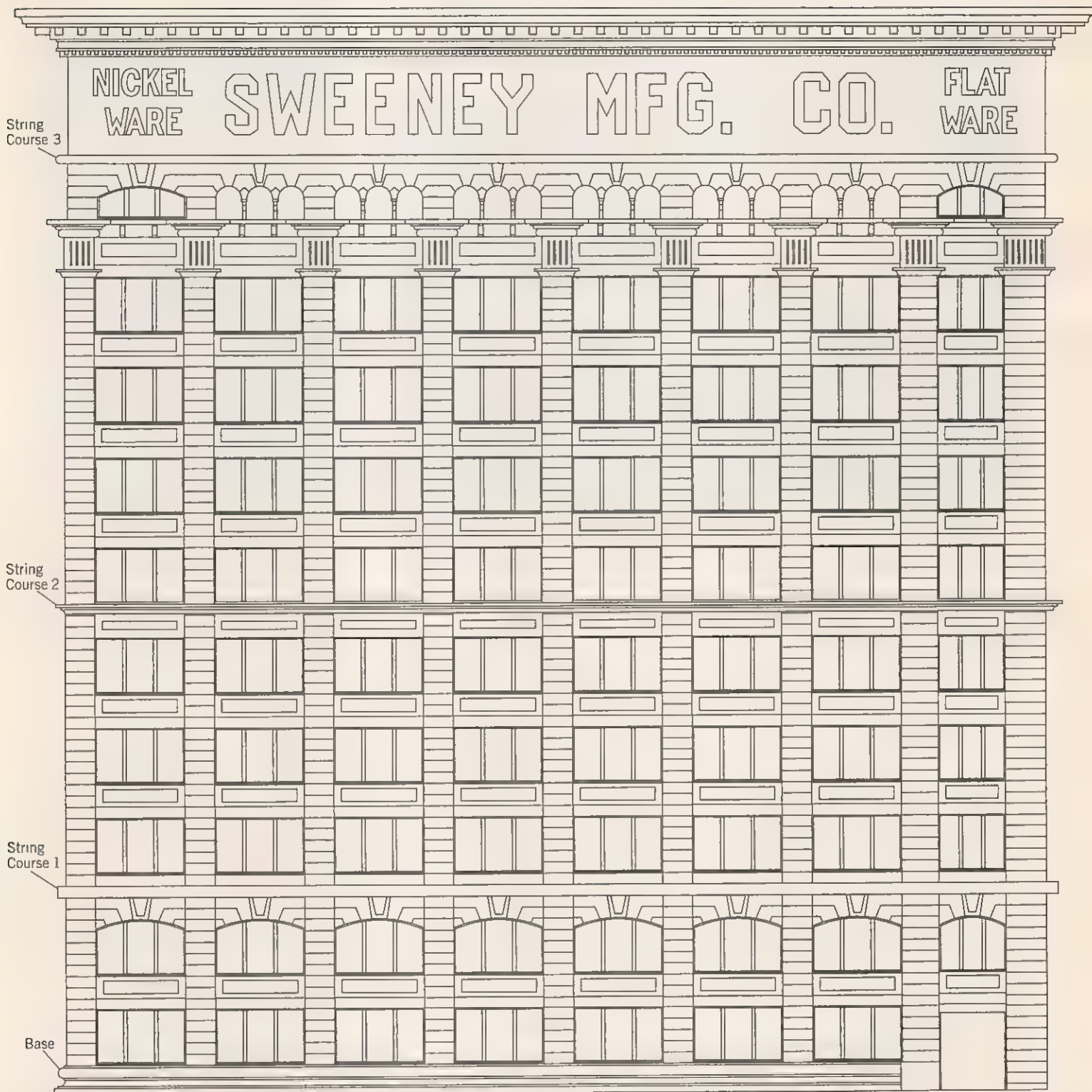
The numerous decorative square projections running the length of the cornice are called "dentils" and they come in two sizes. For the smaller dentils, chop a $\frac{1}{2}$ "-wide strip of $\frac{1}{2}$ " chipboard or $\frac{1}{2}$ "-square stripwood into $\frac{1}{2}$ " lengths. The larger dentils are cut from $\frac{3}{8}$ "-square stripwood. Use another spare drawing to mark the dentils' positions along the length of the cornice before gluing them on.

Take your time applying these details. It's not as tedious as it looks at first, and dentils add another level of texture to the building that make it stand out.

Details

I chose not to add "reveals," which simulate heavy stone blocks, throughout the structure. However, the real Sweeney Manufacturing is covered with this texture, which is technically known as "rustication."

If you want to add this feature to your building, glue a spare drawing to thin cardstock and cut out the "stonework" using the drawing as a guide. You will then have to align and glue these pieces to the surface of the model.



Ratio 1:220, Z scale

TO CONVERT Z SCALE DRAWINGS TO YOUR SCALE COPY AT THESE PERCENTAGES:
 N 137.5 percent HO 252.62 percent S 343.75 percent O 458.33 percent

ILLUSTRATION BY JONATHAN JONES,
 KELLIE JAEGER AND TERRI FIELD

Fig. 13 SIGN



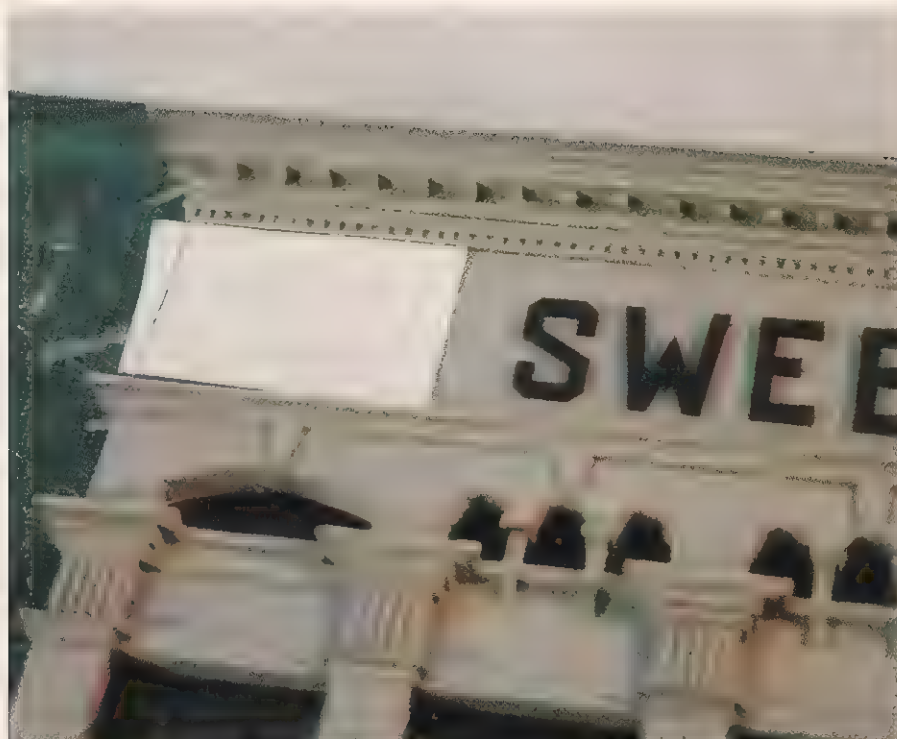


Fig. 14 SIGN LETTERING. Jonathan marked the positions of the sign letters by placing a drawing on the model and poking small holes along the outline of the letters with a straight pin. He then connected the dots with a soft lead pencil.

Add the keystones above the second story and attic windows, cutting them from $\frac{1}{2}$ " chipboard.

Painting

I painted my model with two coats of medium-gray acrylic paint stippled on with a heavy brush. Try not to get too much paint onto the back of the building as it will affect the fit of the windows. I recommend adding some matte medium to the paint mixture to make sure it stays dull or spray the building with Testor's Dullcote when the paint is dry.

After masking off the cornice I spray-painted it flat black. To get the look of formed, weathered copper, I mixed acrylic green with white and drybrushed this onto the cornice over the black paint. I repeated this treatment until I had the patina effect I wanted. (Actually, my cornice is a little too black; next time I'll give the cornice a light wash of the green paint instead of drybrushing.)

Windows

The window material is clear plastic film for overhead projector transparencies; I bought it at an office supply store. Something stiffer would have been better, but .010" clear styrene might not easily pass through a copier or laser printer.

I drew the mullions on a computer. If you don't have a computer, cut the windows out of the drawing and have them photocopied onto clear film.

Cut out the windows, making sure to leave plenty of space for gluing around the outer edges, and attach them to the back of the structure with Walther's Goo. Make sure no glue is visible from the outside of the building.

"Daylight" around the window edges means the openings weren't cut accurately. Draw around the edges of the clear plastic with a black permanent marker to fix this. Make sure you do this on the back of the structure to avoid marring the paint.

For a bit of added detail, I glued small rectangles cut from manila envelope to selected windows to represent panes that had been broken and completely replaced with plywood. I also glued pieces of manila envelope to the inside of some windows to simulate window shades.

The sign

I made the larger letters for the sign by first lightly gluing a drawing of the sign (fig. 13) onto stiff, high quality $\frac{1}{8}$ " cardstock, such as Strathmore board, with at least one hard surface. A piece of .060" styrene also would work. I stayed away from chipboard because it is too fibrous.

I cut the small letters from .030" styrene because I had it on hand, but thin cardstock with a hard surface would do just as well. I painted my let-

Bill of materials

$\frac{1}{2}$ " Strathmore cardstock
 $\frac{1}{8}$ " Strathmore cardstock
 $\frac{1}{2}$ " chipboard
 $\frac{1}{8}$ " chipboard
 $\frac{1}{8}$ " foam core
 clear plastic film

Northeastern Scale Models

94 $\frac{1}{8}$ " cove molding (optional)
 494 $\frac{1}{8}$ " half round
 70120 $\frac{1}{2}$ "-sq. stripwood (optional)
 70180 $\frac{1}{8}$ "-sq. stripwood
 70215 $\frac{3}{8}$ "-sq. stripwood
 70239 $\frac{1}{8}$ " x $\frac{1}{2}$ " stripwood (optional)

Miscellaneous

acrylic gray paint
 contact cement
 flat black spray paint
 manila envelope or folder
 spray glue (high and low tack)

ters black, but any suitable contrasting color will work.

After arranging the letters on the frieze, I marked the corners of each letter with a straight pin (fig. 14), connected the dots with a soft lead pencil, and glued the letters to the frieze with epoxy.

Weathering

I weathered the building with washes of pale green paint to simulate runoff from the copper cornice. Washes of brown acrylic represent rust from the sign, while dark gray washes add the ubiquitous dust and grit of a tough machine-age city.

For the finishing touch, I drybrushed small amounts of titanium white acrylic onto the column capitals – that's where pigeons congregate!

Design and build your own

Using the techniques I've demonstrated, low-cost materials, and an understanding of a building's signature elements and proportions, you can reproduce or adapt almost any kind of structure to your own model city. So grab some chipboard and some fresh knife blades and give it a try! ♦

Jonathan Jones, 31, lives in Harlem and is an architect with a design-oriented architecture firm in New York City. His 2 x 10-foot Mid-Atlantic & Western Ry. shelf layout garnered second-place honors in Model Railroader's small layout contest and was featured in the May 2001 issue.



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#007 - M1a unlettered	#011 - M1b unlettered



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Erie RR telltales

They warned trainmen of low bridges or tunnels ahead

By Harold W. Russell

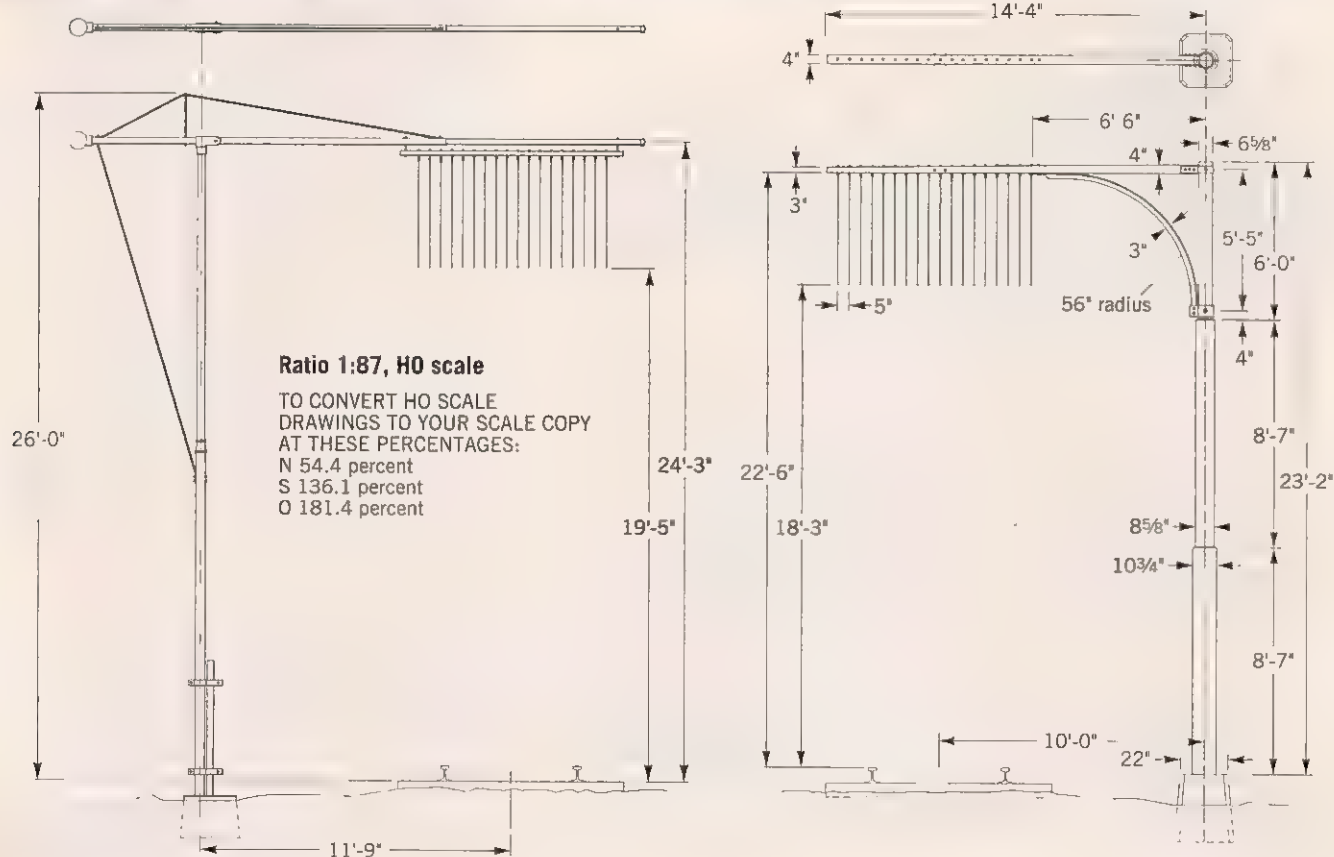
Back when brakemen walked the tops of freight cars, telltales were essential warnings of an impending low bridge. To protect trainmen, the Erie installed these devices about 1,000 feet down the track from an underpass or tunnel portal. A brush of the ropes meant duck, *now!*

There were many different kinds of telltales. What they had in common were closely spaced, dangling ropes. Single-track models have a crossarm off a single pole. Multi-track versions use two poles on either side of the right-of-way with a cable or rope strung between. The wooden supports for the telltale ropes are in turn suspended from the cable.

Both the Erie RR telltales I've drawn here are mostly steel, which is why they lasted long enough to be measured. The Erie branch that



CLIFFORD A. REDANZ



DRAWN BY HAROLD W. RUSSELL

► Here's a closeup of the bracket and arm of the Batavia, N. Y., telltale.

◀ A hinged-arm telltale like the one Harold Russell found in Livonia, N. Y., guards an overpass at Watts Flats, N. Y., as train BSW-91 heads west behind four Geeps in May 1961.

ran north and south through Batavia, N. Y., passed under the New York Central, south of town, and had telltales guarding that underpass.

The vertical post is made of nested steel pipe. The wood crossarm is supported by a bracket formed of two arched 3" angles. The ropes were attached with eyebolts.

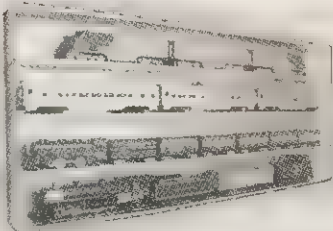
The Livonia telltale was on the old Erie branch from Rochester to Corning, N. Y. It had a horizontal arm made of pipe that was hinged so it could be lowered for maintenance, after unbolting the long diagonal brace. The ball at the end of the hinged arm served as a counterweight.

The base has an older pipe set in a concrete base with the telltale mast clamped to it. Perhaps at one time an older telltale had been taken down. Instead of digging up the old foundation, the new one was simply clamped to it.

Even if you're modeling a modern railroad, these telltales still can be used to give your layout a realistic appearance. Many of them remained on the railroad's right-of-way – mostly missing their warning ropes – for years after they were no longer needed. ☐

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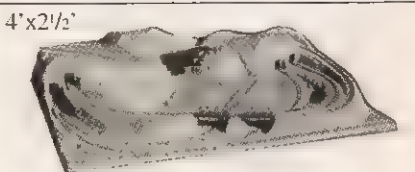
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Bigger uses for smaller DCC decoders

Their minute size provides more options in larger scales

By Trevor Marshall • Photo by the author

Primarily motive power on my HO scale Boston & Maine branchline layout will be two brass 2-6-0s. I want to use Digital Command Control (DCC), but was reluctant to compromise my Moguls' prototypical appearance by routing unrealistic looking decoder wires between the tender and locomotive.

One alternative I studied was mounting a typical-sized decoder inside the smokebox. But that meant removing weight and tests showed this significantly reduced pulling power. Putting a decoder inside the detailed cab also was out of the question.

My solution was mounting a decoder designed for N scale locomotives in the only usable space remaining – a small cavity in the locomotive frame.

Considerations

While other makes of tiny decoders – such as the Digitrax DZ121 or Lenz LE010XF – would work, I chose the Lenz LE077XF. There was one caveat: This decoder has a maximum continuous load of 0.5 amps – half that of most larger decoders. I was comfortable with my choice because:

- My locomotives have can motors that draw little current under normal

conditions, and I've worked all the binding out of the mechanisms.

- My layout will have modest grades, and a typical consist will be six freight cars or two passenger cars.

- I'm prepared to replace a decoder if I have to.

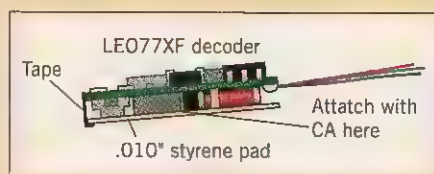


ILLUSTRATION BY TERRI FIELD

Installation

Although the locomotive's entire frame was painted, to better insulate the decoder from the frame I lined the area between the second and third driver axles with black electrician's tape, including where the gear tower and motor mount could contact the decoder.

Next, I cut a piece of .010" styrene the same size as the decoder. After painting the entire piece black, I glued it atop one of the decoder's chips with a tiny drop of cyanoacrylate adhesive (CA).

Opposite the end with the decoder wires I attached a rectangular piece of electrician's tape cut the width of the

▲ Trevor Marshall found space in the frame and under the motor of his HO Overland brass 2-6-0 to install Lenz's tiny LE077XF Digital Command Control (DCC) decoder.

styrene pad and just long enough to align with the top of the decoder's components. I didn't fold the tape over onto any components to avoid the possibility of the decoder overheating.

The decoder slipped into position with nothing but gravity holding it in place. I considered attaching the decoder to the underside of the motor mount with double-sided tape, but doing so could prevent the decoder from properly dissipating heat. Lenz stresses that the decoder's components need exposure to air.

After test-fitting the decoder, I unsoldered the three headlight wires (I opted not to have working headlights) and wired the decoder following Lenz's instructions before re-installing it.

Now I enjoy watching my B&M Moguls pull trains without the distraction of unprototypical wires slung under the deck plate. ☼

Trevor lives in Toronto, Ontario, and models the Boston & Maine circa 1951.

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J. DAVID INGLES COLLECTION

The smell of fresh paint was still noticeable when Denny Custer photographed Burlington Northern U30C no. 5301 in February 1972.



J. DAVID INGLES

Three-year-old U30C no. 5306 was photographed during a servicing layover at the BN's Denver, Colo., engine terminal in March 1975.

Build a Burlington Northern

U30C



A radiator swap is the heart of this HO kitbashing project

By Bruce Rogers • Model photos by the author

During the 1970s the Burlington Northern acquired a fleet of 180 3,000-hp U30Cs for coal service, so I've been looking for a way to add some to my HO scale BN roster. Thanks to the release of Atlas' U23B, kitbashing a U30C is now easy. While I'd like to take credit for the idea, fellow BN modeler Mark Coldwell is the one who figured everything out.

The BN's first U30Cs (5300-5352) came without the large antilclimbers, so I used this group as prototypes for my model. These locomotives were Phase III models built from January to December 1972.

For this kitbash, I removed the original radiator section from an Atlas U33C (a U36C shell will also work) and replaced it with one from a U23B shell. For reference, I used the U30C drawings published in the June 1996 *MODEL RAILROADER*.

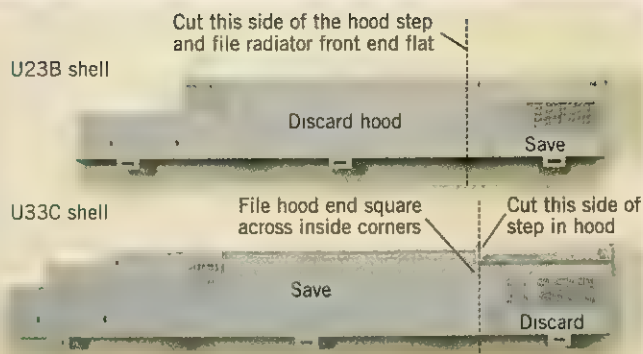


Fig. 1 BODY SHELL CUTS. An Atlas GE U23B provides the radiator section to backdate an Atlas U33C or U36C into the 3,000-hp U30C.



Fig. 2 REVISED HOOD END. With all of the hood edges squared up and sanded to get a close fit, Bruce cemented the new radiator in place.

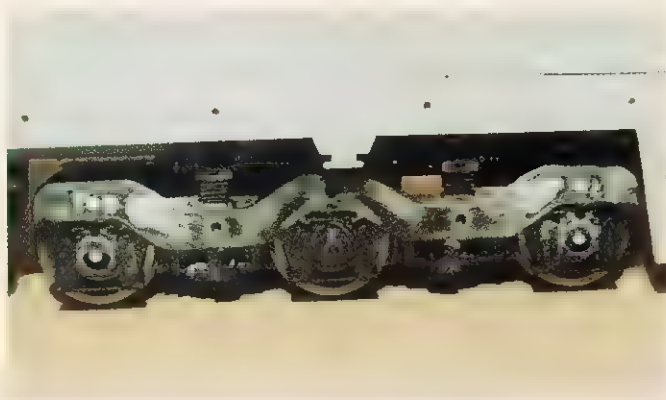


Fig. 3 REWORKED SIDEFAME. Bruce stripped off the sideframe's details and reshaped it to match the General Steel Castings prototype.

Modifying the U33C shell

My first step was to cut the rear radiator sections from the U23B and U33C body shells. Note the cut locations in fig. 1. I used a sharp X-acto knife for one and a razor saw for the other and both worked equally well. Then I trimmed the bell and horn from the U33C roof and sanded these areas smooth.

I carefully fitted the joints between the new radiator section and the U33C hood by filing and sanding the edges a little at a time until a tight fit was achieved all the way around.

Next, I cemented the trimmed hood to the running board assembly, being careful to make sure it was fully seated all the way around. After the joint hardened, I cemented the

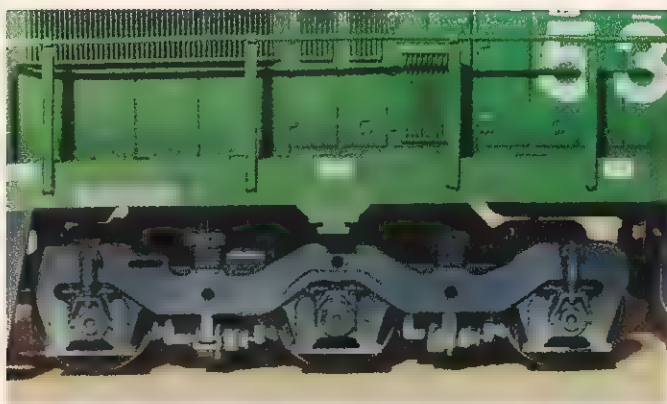


Fig. 4 REVISED BRAKE CYLINDERS. Bruce removed the brake cylinders from the original U33C trucks and reused them. On the BN's U30Cs, the General Steel Castings trucks have one brake shoe on each wheel tread, so all of the single-shoe assemblies face forward on both trucks.

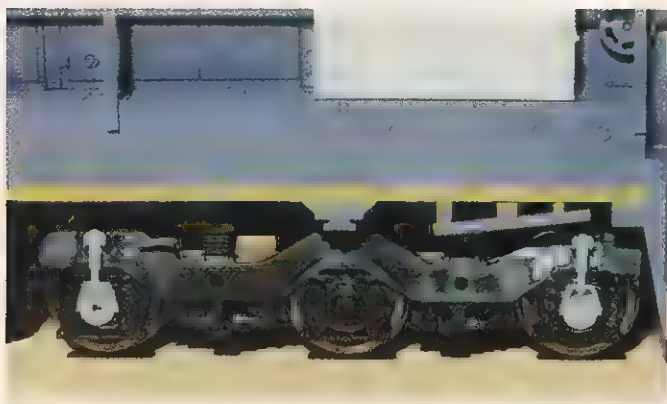


Fig. 5 SNUBBERS. After roughing up the contact surfaces, Bruce added new GE snubbers to the end axles of both trucks.

Fig. 6 TRIMMED WEIGHT. Bruce milled off the front weight to open up a clear view through the cab side windows.

new radiator into the hood. See fig. 2. Then I removed all of the original body mounting tabs as the coupler boxes are now used to attach the body to the chassis.

At this point you could just go ahead and detail the U30C for your favorite prototype, but I chose to make a few more changes to create a more accurate BN unit for my railroad.

Truck sideframes

The Atlas U33C models come with Adirondack truck sideframes which have a characteristic ridge above the center axle. The BN U30Cs rode on similar GE FB-3 trucks, but they're made by General Steel Castings (GSC) and have some detail differences.

The GSC FB-3 sideframes I needed are used on the Atlas GE C30-7 locomotives, and they're available direct from the firm's parts department. Note that these sideframes have offset center axles, so there are different right and left sides on each truck.

These Atlas sideframes are made of acetal plastic, which is very tough and difficult to cut. I was very careful as I used a new hobby knife blade to carve off the center snubber, brake cylinders, and all of the brake rigging. I also shaved off the two outside bearing caps as shown in fig. 3.

Next, I used body putty to fill all of the brake rigging slots except the rear one on the engineer's side, leaving this opening for installation of the hand brake lever later. After the body putty was hard, I sanded everything smooth.

I carefully removed the brake cylinders and shoes from the original Adirondack sideframes and roughed up the contact surfaces with 400-grit sandpaper for better glue adhesion

on the acetal parts. Then I used CA (cyanoacrylate adhesive) to glue the low-mounted cylinders to the new GSC sideframes. Figure 4 shows how the cylinders with the single brake shoe are mounted so they face the front of the locomotive on both sides of both trucks.

When the CA set, I reinforced the backs of these joints with five-minute epoxy. Then I followed the same procedures to add the GE snubbers to the end axles as shown in fig. 5.

Cab revision

I like being able to see through the cabs on my models, but the Atlas U33C has a weight that blocks this view. I milled down the front weight as seen in fig. 6, but this could also be done with a hacksaw and a file.

After reattaching the weight, I used it as a guide to trim away the plastic body reinforcements which protrude into the cab. My last step was to paint the weight flat black.

Pilots

I removed all the cast-on m.u. airhoses and electrical jumper receptacles from both pilots and filled in the existing uncoupling lever holes. Next, I filed the bottom of the front pilot flush so the snowplow would fit properly.

Then I redetailed the pilots with new airhoses, an electrical jumper box, and uncoupling levers attached with four eyebolts. I added these parts prior to painting, but it's easier to leave them off until the painting is done.

To modify a Details West no. 180 snowplow to look more like the ones on BN's U30C fleet, I filed off the reinforcing edges around the coupler boxes. See fig. 7.

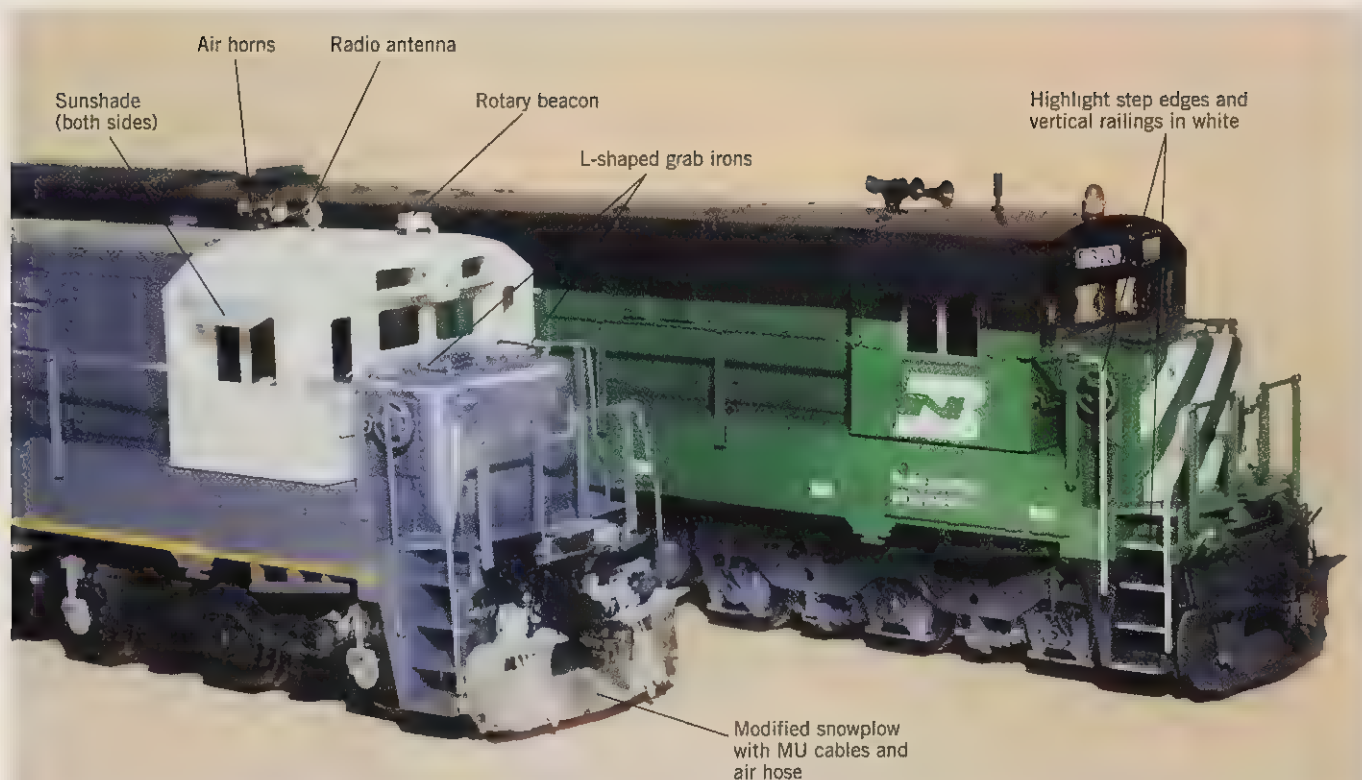


Fig. 7 SMALL DETAILS. Small details like the new air horns, a radio antenna, cab sunshades, m.u. hoses, and a plow add realism.

Other details

My U30C represents a unit with the cab's fore and aft side windows plated over. I cut these parts off the cab window glazing and cemented them into the openings prior to painting.

On the rear of the unit I installed the set of U23B grab irons; I used a Detail Associates grab iron on the cab front. I bent two pieces of .015" brass wire for L-shaped grab irons on top of the low nose and added eyebolts at the corners.

My last steps before painting included installing new air horns on the top left side of the long hood just back of the cab and a firecracker radio antenna on the cab roof center line. See fig. 7 for these locations. I drilled the mounting hole, but left the rotary beacon installation until after painting.

Paint and decals

I painted my BN U30C with Polly Scale acrylic paint, spraying the black first. To speed the process, I used my wife's hair dryer to help dry each coat. Then I masked off the areas to remain black, applied the green, and dried the second coat. After the paint set, I removed the masking and sprayed the model with Floquil Crystal-Cote.

I brush-painted the aluminum window frames and highlighted the corner railings and step edges in white.

I applied the decal lettering according to Microscale's instructions. Once the decals dried, I checked to see that they settled properly over the body details. Where they didn't, I sliced the decal film and applied more Micro Sol solution.

After the decals dried, I wiped off the glue residue with a damp cotton swab. Then I weathered the unit using light sprays of Floquil Concrete and Weathered Black thinned about 70 percent. When I was happy with the weathering I sprayed the model with Floquil Flat Finish to seal everything. Once the model dried, I snapped the window glazing back

Bill of materials

Atlas

U33C or U36C locomotive
865200 U23B body
865201 U23B radiator grill
865216 U23B grab irons
860313 C30-7 sideframes

Detail Associates

1026 m.u. jumper box
(from a ditch light set)
1202 bell
1301 cab sunshades
2206 wire eyebolts
2212 uncoupling lever
2505 .015" brass wire
2803 GE snubbers

Details West

106 or 126 rotary beacon

157 radio antenna
180 snowplow
190 air horn
266 or 294 m.u. hoses

Floquil paint

110004 Crystal-Cote
110015 Flat Finish
110017 Weathered Black
110082 Concrete

Kadee

58 scale couplers

Microscale decals

87-25 Burlington Northern
diesels

Polly Scale paint

414209 BN Green
414290 Engine Black

into place, slipped the body onto the mechanism, and installed the Kadee couplers and coupler boxes to hold it all together. Then my U30C was ready to go to work. I was really pleased with how well this locomotive came out and now have seven more under construction. ☺

Bruce Rogers is a veteran modeler and prototype locomotive engineer whose HO layout was featured in the July 1995 MODEL RAILROADER.



MY PERFECT TURNOUT CONTROLLER

Build an O scale ground throw for reliable operation

By Richard Cooke

Photos by Dave Rickaby

For many years I have been trying to find the perfect turnout controller. My grocery list of features included locking points, a realistic appearance, and a rotating target to aid operators. I also wanted the controller to provide frog power and I didn't want to have to crawl under the benchwork to install it.

After various attempts, I finally found the right combination of parts to meet my long list of demands. Though the original design is for an O scale turnout, you could easily adapt my plan to other scales.

A base for construction

To start, cut a 1½"-square base from ¼" plywood. Paint both sides the color of your scenery, as painting will be difficult once the ground throw has been assembled. When the base is dry, locate and drill all the holes shown in fig. 1.

To make the sleeve for the mast, insert the ⅛"-diameter brass tube into

the base's center hole. Cut it off flush with the base and file any rough edges.

Two finishing nails are used as stops for the wire mast lever, and a round-headed brad is the anchor for the spring. Press the nails into their corresponding holes, then clip and file their pointed ends flush with the top of the wooden base.

Again following fig. 1, bend .032" music wire to form the mast and the throw handle, which will be used later. When finished, slip the mast through the brass tube, placing the hook end between the two finishing nails.

Add the spring by slipping one loop over the anchor brad and the other

The yard crew can rest easy knowing that their new turnout controllers have been installed. After several attempts, Rich Cooke designed an ideal O scale ground throw.

over the mast hook. The hook should snap to one of the nail-stops and hold snug but not too tightly. The tension can be adjusted by drilling a new hole and moving the anchor brad or by trying different-sized springs.

Adding frog power

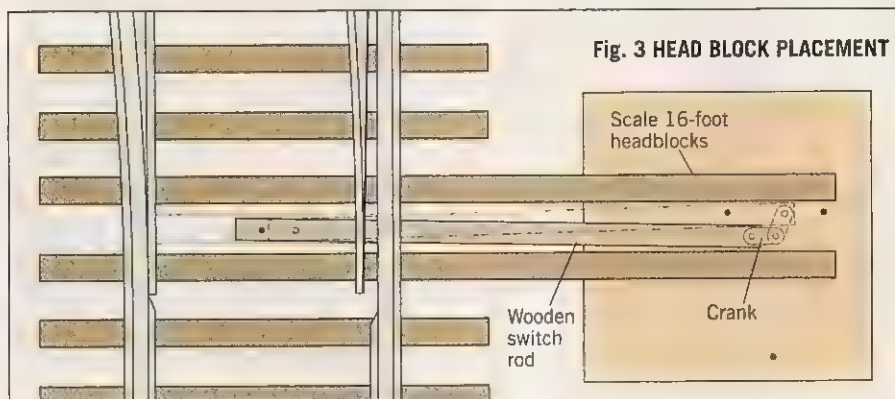
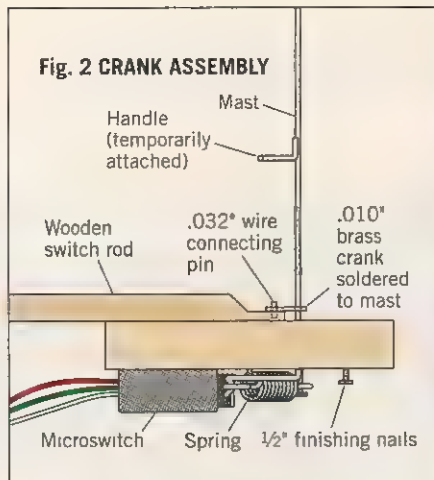
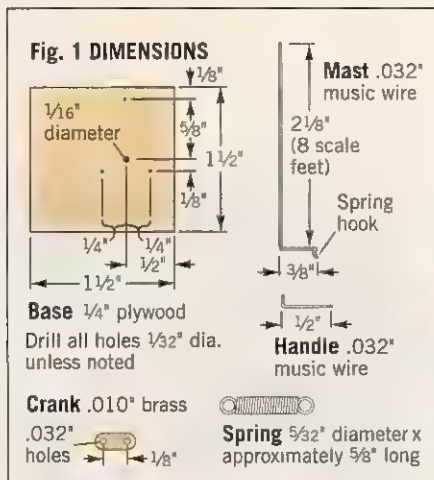
I used a microswitch to route the correct polarity to the turnout frog. To keep the mechanism fairly small I chose a Radio Shack no. 275-016



This underside view clearly shows the arrangement of the spring, mast lever, and microswitch. Though Rich handlays his turnouts, the controller could be easily adapted to work with ready-to-run types.



In this topside view, the controller has been completely assembled and is awaiting installation on the layout. Because it is fragile, Rich cautions against adding the switch stand until after installation.



ILLUSTRATIONS BY RICK JOHNSON

microswitch, though others will work.

Often microswitches come with a roller on the end. If yours has one, you will need to remove it for this project. Next, extend the contact bar with a small piece of brass. Solder it to the end of the existing piece.

Position the microswitch so that it clicks just before the hook at the end of the mast touches the finishing nail stop. Holding the microswitch in place, turn the mast back and forth a few times to check for any binding as the lever pushes the brass contact. Also, listen for the click each time.

When you are satisfied with the position, secure the microswitch permanently with either double-sided foam tape, small wood screws, or both.

Attaching the crank

Cut the crank from a piece of .010" brass and drill as shown in fig. 1. After turning the assembly upright, slip the crank on the wire mast and use a piece of wood the same thickness as your throw rod to help space it the correct height from the base. Solder the brass crank in position as shown in fig. 2. Remove the spacer when finished.

At this point, temporarily solder the .032" wire throw handle onto the mast to aid in adjusting the spring. With the

mast set against the microswitch, position the handle so that it will move away from the track when turned.

With the handle attached, use it to twist the mast back and forth. The spring should give some resistance and hold the microswitch in position, but not be uncomfortable to operate. The anchor nail can be bent or repositioned to tighten or loosen the spring a bit.

Completing the mechanism

Next we need to link the switch rod to the crank. Drill a .032" hole in the end of the wooden rod and then slip it under the hole in the brass crank. Press a short piece of .032" brass wire into the throw rod to complete the link.

After staining a pair of O scale 16-foot-long switch ties, glue them to the base to form the headblocks as in fig. 3. Make sure there is enough room for the crank and the switch rod to move freely between the headblocks.

Now that the mechanism is complete, solder 24-gauge connecting wires about a foot long to each post on the microswitch. Mine are color coded: red for the north rail, black for the south rail, and white for the frog. The frog will be connected to the post marked C for common. At this point the controller is ready for installation.

Bill of materials

K&S Engineering
251 .010" brass sheet
501 .032" music wire
1251 1/4" brass tube

Radio Shack
275-016 microswitch

Miscellaneous
1 1/2" x 1 1/2" x 1/4" plywood block
1/2" finish nails (2)
1/2" brad
1/2"-diameter spring

Hooking it up

On my layout, all the turnouts are handlaid, so the controller and its headblocks are installed in the turnout as it's built. The controller could be added to ready-to-run turnouts by shortening the switch rod and headblocks.

Once the turnout is laid, solder an 1/8"-wide brass bar between the points. Next, drill a .032" hole through the bar into the throw rod underneath. Insert a .032" wire to connect the two.

Again, test the ground throw to make sure everything moves freely yet holds the switch points snug against the stock rails. (At this point you may remove the finishing nail stops as the stock rails will keep the mast lever in place.)

When satisfied with the turnout's operation, connect the common wire to the frog and the other two wires to the stock rails. With power to the rails, test to be certain the polarity is correct.

Finishing the job

Remove the throw handle and add your favorite style of switch stand by slipping it over the mast wire. I scratch-build mine from styrene, however almost any O scale stand will work as long as you can drill a hole through it for the mast wire.

When reattaching the handle, strengthen it by wrapping a fine wire around the joint before soldering. All that's left is to glue the stand to the headblocks and the target to the mast.

Congratulations, you've finished your first controller! I hope my switch controller works as perfectly for your layout as it does for mine. ☺

Richard Cooke has been a model railroader for over 40 years. An O scaler, Rich puts his modeling knowledge to use on his Grand Trunk & Western Romeo Subdivision. He and his wife, Lori, live in Marquette, Mich.



Workin' on the Railroad

With Lionel Strang



PHOTOS BY THE AUTHOR

A single detail makes the scene

This month's simple project came about after building another City Classics mobile trailer home (see my May 2001 column). I finished the kit and stood back to admire my work.

Another job well done, I thought. But after patting myself on the back I realized my newest trailer didn't have the same pizzazz as the previous one.

What was the problem? No details. No bits and pieces like shovels, garbage cans, pieces of wood, and all the other things that bring a scene to life.

The first detail I wanted to add was an old rusted-out car. I was inspired by the one in Charlie Comstock's winning photo in the March 2001 MODEL RAILROADER. But I became so intrigued by this idea I completely lost track of what I had originally set out to do, and this project became a story by itself.

A car to wreck

I started out with Athearn's HO scale sedan, no. 1372. Athearn doesn't declare what kind of car the model was

patterned after, but it seems to be a cross between a '57 Chevy and '58 Ford Crown Victoria. Choose any color you want as it won't matter after the car is covered with rust.

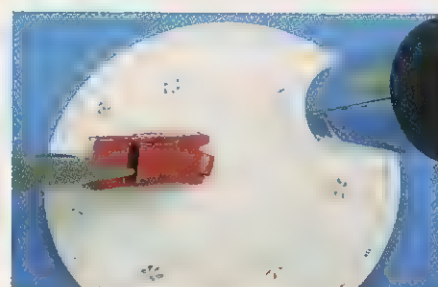
I thought I could really enliven this project if I opened the hood and trunk lid. This was much easier than I thought because the plastic was reasonably soft. I merely took my hobby

▲ A local shifter passes by while a couple of local residents look on. This rusted old vehicle was just the detail Lionel was looking for to complete his trailer home scene.

knife with a fresh no. 11 blade and cut along the lines of the side of the hood. I only had to cut down the sides because the grill and bumper are a separate piece across the front and are added on



Once Lionel has cut through the hood from the top with a no. 11 blade in his hobby knife, he turns the car over and makes a couple passes to connect the two cuts.



Next Lionel heated the body of the car with a heat gun and pressed it into an old saucer to damage the car. He *hopes* it was an old saucer. Best to check first next time.

later. I made about ten passes down each side of the hood with the knife, never pressing very hard.

When both sides were cut I turned the body over and made two passes to connect each of the side cuts. This cut will make the plastic give way enough to make opening the hood easier.

I repeated the same steps on the trunk then painted the car with a light coating of Polly Scale Oxide Red (no. 404079). I used an airbrush but you could use a paintbrush and get good results. I painted both the front and rear bumpers using Polly Scale's Santa Fe Silver (no. 414143) and glued them to the body of the car with cyanoacrylate adhesive (CA).

Heatin' things up

Once I was sure the paint and glue were dry it was time to damage the car with a heat gun. I didn't know how this was going to work so I held the gun quite a ways back from the sedan for starters and slowly moved it closer until I could see the heat was affecting the plastic. Keeping the heat on, I then pushed the car into an old saucer while holding it with needlenose pliers. As soon as the plastic started to melt I turned off the heat gun and continued to press the car onto the saucer until the plastic hardened again.

I repeated the process a couple times until I was happy with the results.

Now all that was left was to give the car a good coating of medium rust color from the Weathering System made by Bragdon Enterprises.

Finishing the scene

I planted the car by sprinkling the area with Woodland Scenics ground foam (no. 65) and saturating it with a 50/50 mixture of water and white glue.



After the damage was done he did some touch-up work to the front and rear bumpers with silver paint. Acrylic paint such as Polly Scale works best.

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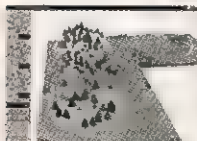
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Workin' on the Railroad



Lionel coated the whole car using the medium rust color from Bragdon Enterprises' Weathering System.



Adding a piece of scale 2 x 4 lumber simulates a support for the hood of the car.



Finally Lionel threw down some Woodland Scenics ground foam and saturated the area with a 50/50 mix of water and white glue. He planted the car in the glue and ground foam mixture and allowed it to take root overnight before adding the finishing touches.

Then I set the car in the ground foam and glue mix and left it overnight. Finally, I added a couple of details to the scene using Alloy Forms junked auto parts (nos. 2035 and 2047).

You can see from the photos that this turned out to be a worthwhile diversion from the original project of detailing the mobile home. Now the problem is which project to tackle next: finish detailing the trailer or start on whatever suits my fancy? One thing is for sure, I have no shortage of projects to choose from. ☺



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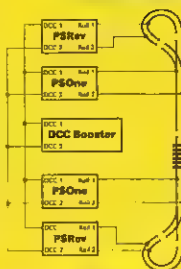
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Back to Basics

By Jeff Wilson



Fine-tuning HO knuckle couplers

Not long ago the only way to have working knuckle couplers on your HO cars was to install them yourself. The standard coupler on most cars straight from the box was the horn-hook. The only widely available knuckle coupler was the Kadee Magne-Matic.

The biggest knock on the horn-hook was (and is) looks: They are ugly and bear little resemblance to a prototype coupler. Operationally they are also lacking: They pull just fine, but tend to skew sideways while pushing and are near impossible to uncouple automatically (and not easy to uncouple by hand). Their only advantage was that they were free – they came on virtually every locomotive and car.

Kadee's no. 5 coupler thus became the de facto HO standard that modelers strove for. Although a bit oversize, the no. 5 looks like a real coupler. It operates very well, has the advantage of delayed magnetic uncoupling, and can be uncoupled by hand as well.

Today, along with Kadee, other companies offer automatic knuckle couplers, including Accurail (Accumate), Bachmann (E-Z Mate), Life-Like (Proto 2000 coupler), and McHenry. For a comparison of the different brands, see Jim Hediger's article in the July 2000 issue.

Now both Kadee and Accurail also offer automatic knuckle couplers that are scale size. Both operate well, but must be mounted and adjusted properly to ensure good operation.

Even though most equipment now comes with knuckle couplers as standard, many of these allegedly ready-to-run cars require some coupler tune-up for optimum performance. It's a good idea to check every new car before placing it in service.

Body versus truck mounting

Most model cars today have couplers mounted on the body of the car, which is the way the prototype does it. Many older models (and many cars designed for the train-set market) have truck-mounted couplers.

Which is best? Pulling usually isn't a problem, but pushing truck-mounted couplers around curves causes the trucks to skew forcing the flanges against the insides of the railheads. This pressure often results in derailments, especially at rail joints or turnouts. Body-mounted couplers work better as they transfer these forces through the carbody, so I save truck mounting for passenger cars and other long cars that have problems on tight curves.

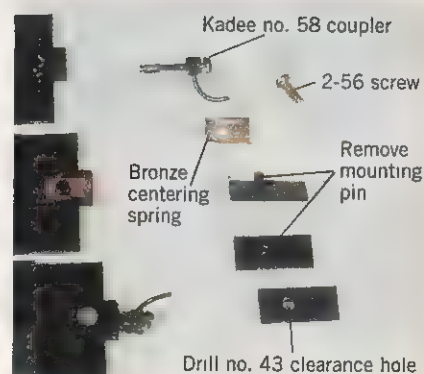


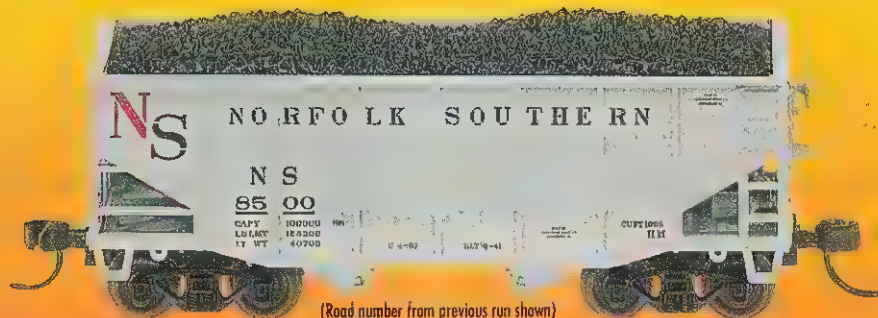
Fig. 1 FRICTION PIN REPLACEMENT. Replacing the coupler box cover's friction pin with a screw is optional, but it improves reliability.



Fig. 2 TAPPING HOLE. Turn the tap clockwise into the friction pin's mounting hole, then back it out to clear debris. Repeat until the threads are cut completely through the hole.

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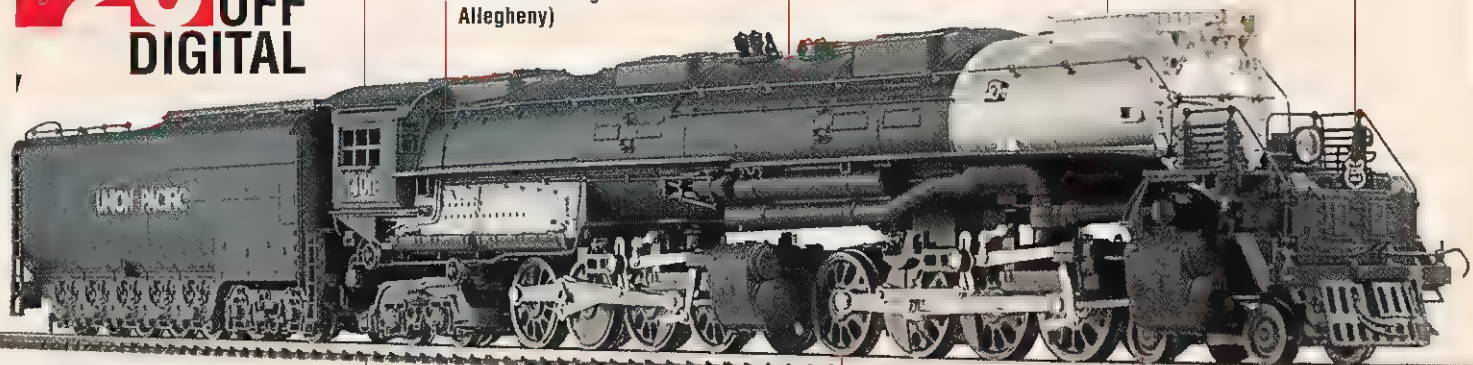
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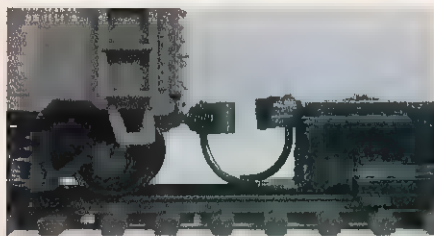


Fig. 3 LOW COUPLER. Using a Kadee coupler height gauge makes it easy to see that this coupler installation on an Athearn car is low.



Fig. 5 DROOPING COUPLER. This drooping McHenry coupler needs a shim because its shank is thinner than the box opening.

On many freight cars the coupler box covers are held in place by friction pins; on some others the manufacturers recommend gluing the covers in place. Neither method is fully satisfactory as friction pins can work loose over time and gluing boxes makes it difficult to correct any future problems.

A better solution is to mount these boxes and box covers with screws. It's a simple and inexpensive process to improve reliability. Figure 1 shows how I did it on the Accurail car; the process is the same regardless of the brand. Start by cutting off the friction pin from the coupler box cover. Use a scribe to press a dimple in the center of the former friction pin location and drill a hole through it with a no. 43 (clearance) bit.

Check the size of the hole on the body with the no. 50 bit. If the hole is smaller, drill it out with the bit; if the hole is larger fill it with body putty, then when it dries drill it with the no. 50 bit.

Tap the hole 2-56 as shown in fig. 2. The tap will easily cut threads in plastic and soft metal. Turn the tap in one revolution, then back it out to clear scrap material. Repeat the process until the threads are through the hole. Use a 2-56 roundhead screw to secure the cover.

Preparation and installation

To install and maintain couplers you'll need nos. 43 and 50 drill bits, a 2-56 tap (for 2-56 screws), a pin vise to hold them, and a hobby knife. The no.



Fig. 4 WASHER. Raise the coupler height by adding a washer or two between the car body bolster and truck so it matches the gauge.



Fig. 6 SHIMMING. Adding a piece of .010" or .015" styrene reduces the free space inside the box to correct a drooping coupler.

50 bit is for the 2-56 screw mounting hole, and the no. 43 bit is the proper size for drilling clearance holes.

You'll also need what I consider an absolute necessity, regardless of the brand of couplers you're using: a Kadee no. 205 height gauge. See fig. 3. Checking every coupler on every car against the gauge before placing it in service will go a long way toward ensuring smooth operation.

I also highly recommend getting Kadee sample pack no. 13, which includes 25 different Kadee couplers. Regardless of the brand of coupler you're using, this sample pack is an excellent way to test various combinations of shank length, coupler boxes, or coupler head overset or underset.

Before adding a coupler, inspect all of the parts. Check the inside of the coupler box as well as the coupler box cover for any stray molding flash, as this can keep the spring and coupler from seating properly. Clean up any problem areas with a hobby knife or needle files.

Check the coupler shank for burrs. Any imperfections can keep the coupler from centering properly. Check the coupler knuckles for burrs and flash.

The coupler shank should move freely from side to side without binding. If it doesn't, make sure the screw isn't on too tight. If that's not the problem, remove the cover and check for flash.

If you're mounting a coupler using the draft-gear box that came with it,



Fig. 7 UNCOUPLING PIN. A gentle squeeze on the special coupler pliers makes it easy to adjust the shape of the uncoupling pin.

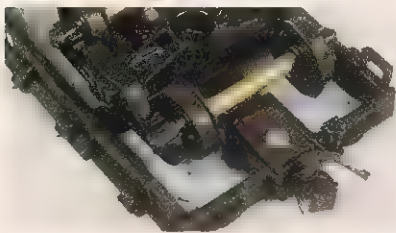


Fig. 8 COUPLER BOX. Accurail's scale Accu-mate coupler has its own coupler box which fits into the molded box on a Walther's flatcar.

make sure you have a flat area on which to mount it. Use the clearance hole on the box as a guide to drill the mounting hole and secure the box with a screw.

Once the coupler and box cover are installed and operating smoothly, add the trucks and check the coupler height with the Kadee gauge.

Fixing potential problems

Figure 3 illustrates one of the most common problems when installing couplers. The Kadee no. 5 coupler operates smoothly on this Athearn boxcar, but the height gauge shows that it's too low.

There are a couple of ways to fix this. If the height difference is slight (no more than .015") the simplest solution is to add a washer between the bolster and truck as fig. 4 shows. Kadee makes fiber washers in .010" (no. 209) and .015" (208) thicknesses. Avoid using multiple (or thicker) washers, as the car will be less stable, and while the coupler height might be corrected the car itself will likely be standing too tall.

Extremely low coupler height problems may be resolved by substituting an underset-shank coupler such as the Kadee no. 21, 24, or 27 or the McHenry 15, 16, or 17. These have the knuckle set higher on the shank than a standard coupler, which has a centered shank.

If the coupler comes out too high, use an overset-shank coupler such as the Kadee no. 22, 25, or 29 or McHenry 12, 13, or 14.

Figure 5 shows another common (and often misdiagnosed) problem. At first glance it looks like the problem is a low coupler, but a closer inspection reveals that height isn't the problem — the coupler is sagging.

This ready-to-run Athearn car was equipped at the factory with McHenry couplers that have shanks quite a bit thinner than the depth of the coupler box, allowing it to flop up and down. The extreme curve of the uncoupling pin was no doubt to keep it from snagging the track. Once again, there are a couple of ways to fix the problem.

Most coupler boxes on new cars today are made to hold the Kadee no. 5 and similar couplers. Substituting a Kadee no. 58 coupler in the McHenry's place eliminates most of this excessive play. I have nothing against McHenry — it's just that the Kadee coupler has a slightly thicker shank and the added thickness of the bronze coupler spring just makes a better fit on this car. This new coupler is level and matches the height gauge (always look at the top of the coupler when checking the gauge).

The second solution, if you want to save the original coupler, is to add a shim inside the coupler box to shorten the depth of the opening. Figure 6 shows how I've cut a .015" styrene shim and glued it inside the box cover.

When you change the height of the coupler you sometimes have to adjust its uncoupling pin. It should just clear the lower lip on the gauge. Figure 7 shows how you can adjust the uncoupling pin. The easiest way is with a pair of uncoupling pin pliers such as the Kadee no. 237. A standard pliers will work as well, but the curved nose of the Kadee pliers makes bending the pin either way easier.

Figure 8 shows how Accurail's scale-size Accu-mate coupler is mounted using its own coupler box inside the coupler box cast on a typical plastic freight car. Here I removed the car's original mounting lug and drilled the box for a new mounting screw which retains the Accu-mate box and coupler assembly.

Be strict in testing

There's no way a brief article can cover every possible coupler situation. Successful coupler installation is a matter of tight quality control and being creative in resolving tricky situations.

If you take care to mount the couplers level, at the proper height, and functioning properly, you'll enjoy operating your layout more than ever. ☐

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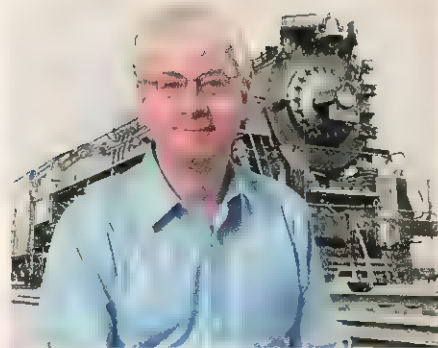
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Trains of Thought

Top 10 goals in layout design

Commentary by Tony Koester



A reader recently asked me to list the top ten characteristics of a model railroad designed for operation. David Barrow and others have formulated such lists, and I'm sorely tempted to crib from David's. But I'll refrain from even rereading it now and go with my gut instincts, probably to my peril.

There are myriad ways to enjoy operation. So with that caveat in mind, let's see which ten layout-design requirements that foster operation come to mind. They are not necessarily listed in order of importance.

Staging: Very few model railroads depict an isolated part of the continent's rail network, so most of our layouts should provide for moving traffic between our railroad and one or more other railroads that connect end-to-end with it or cross it at grade.

Linear design: The days of sitting in a central control pit and watching the trains go around are mercifully over for those who enjoy operation. But even linear, walkaround designs can be compromised by having a track cut through the base of a peninsula, keeping the engineer from following the train.

Walkaround control: Any layout design that doesn't accommodate walkaround control as a means for the engineer to follow alongside the train needs to be rethought. Command control has made walkaround operation much simpler to achieve. Radio and infrared wireless throttles, which avoid "plug-and-chug" crew movement, are increasingly popular.

Car-forwarding system: You can't "operate" unless you can simulate the work of

railroading, and that means forwarding cars to their proper destinations. The Doug Smith-inspired car-card-and-waybill system still reigns supreme as far as I can tell, but today there are lots of options – both simpler and more complex ("feature-rich").

Interchanges: Where railroads cross at grade, they usually construct interchange tracks so they can deliver cars to and receive cars from each other. An interchange track is often a quarter circle, more or less, in one quadrant of the level crossing. Since almost any type and quantity of car can be found on an interchange track, for us it's effectively a "universal industry" that offers more traffic variety than any other industry. Bonus: There are no industrial structures to build.

Large industries: It's tempting to model a variety of smaller industries, but in so doing we often build industries so small that they'd be lucky to fill one semi-trailer a week, let alone several boxcars or covered hoppers per day. It's often



TONY KOESTER

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better to model one large industry that can generate a lot of rail traffic using a variety of rolling stock. Some examples would be a glass or tire plant, a brewery, or a paper mill. These are typically big complexes with many structures, but most of the buildings can be depicted as flats [See "Building Sweeney Manufacturing" on page 76. - Ed.] or assumed to be located out in the aisle off the end of a truncated spur track.

Switching: While I'm often found dispatching or out on the local, I lean toward more visceral jobs such as getting a heavy train up a long grade without doubling the hill. But I do appreciate the intellectual challenges and rewards of yard and industrial switching. Most modelers seem to prefer a lot of switching, and several veteran operators have recently built layouts that focus on industrial switching and yard work. Building-in lots of yard and local work is therefore a priority for most operators.

Traffic control: Small layouts can get by without a dispatcher and/or train-order operators, but these are typically the most realistic and challenging jobs on the railroad - especially now that timetable-and-train-order operation is back in vogue.

Branch or short line: A connecting rural branch or short line offers a chance to use older, smaller motive power (see photo) while offering low-key operation for those who don't want to deal with the intensity of the main line.

Sound: Once a novelty, then nice-to-have, sound effects are now a must for many modelers. The realism Digital Command Control (DCC) sound imparts is phenomenal, and operators now use whistle or horn signals to support operations such as sending out a flag or alerting a train being met or passed that another section is following.

Bonus point - comfort: An operating session can easily last three hours or longer, so carpeting over concrete floors and a crew lounge for off-duty crews aren't luxuries. And if the railroad isn't a place where you enjoy working, you'll watch TV instead. ☺

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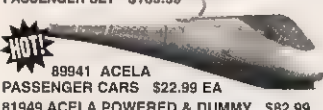
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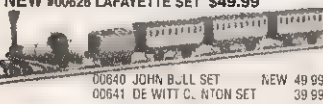
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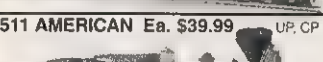
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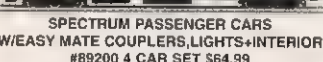
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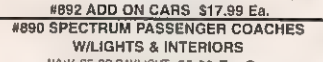
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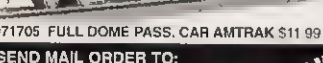
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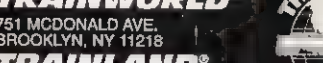
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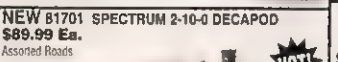
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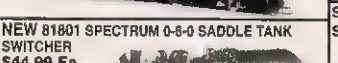
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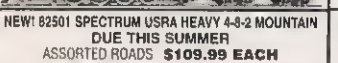
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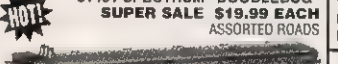
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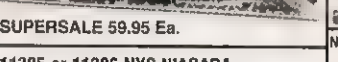
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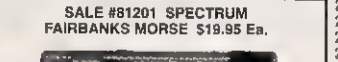
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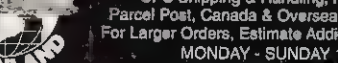
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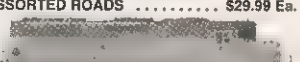


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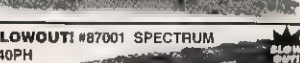
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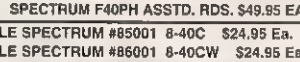
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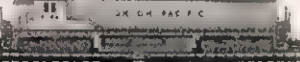
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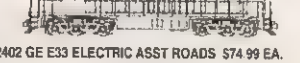
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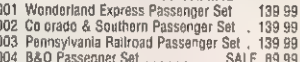
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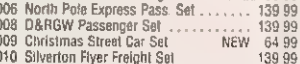
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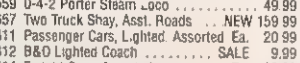
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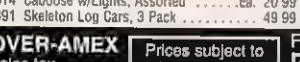
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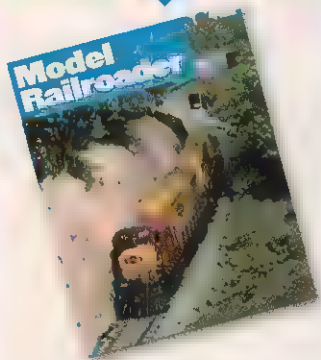
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One Reader's Opinion

A fond farewell

Commentary by Jim Kelly

Okay, folks, we're bending the rules here. I am indeed a reader, but for most of the last 25 years I was on the MODEL RAILROADER staff. On February 22 I retired as managing editor, a job that required me not only to read the magazine, but read every word in it three or four times. (How nice it will be eventually to open up MR with no prior knowledge of what's in it.) For me (and the magazine too) this is a time to look forward, but right now I'd like to reminisce a bit, say good bye, and, in the spirit of this department's title, offer an opinion or two.

In the late summer of 1977 I was playing golf with my brother Mike in Rockford, Ill., when he asked me what I was going to do next. I had just finished my doctoral dissertation at the University of North Carolina and university teaching jobs were really tough to find.

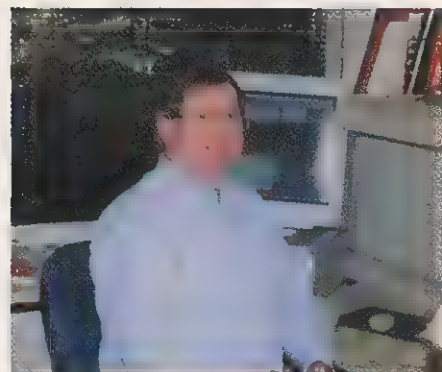
"I have no idea," I said, "Maybe I'll end up in some government agency."

"What would you like to do?"

"Well," I said, "I'd kind of like to work for one of the model railroad magazines – there's one in Milwaukee and one in New Jersey."

Much to my continuing amazement several weeks later I was working at the one in Milwaukee. I still remember the job interview and practically rolling on the floor and groveling when I met two of my favorite authors, Bob Hayden and Gordon Odegard. In the coming years I was to meet dozens of more modelers whose work I was in awe of, but I never got used to it.

In my years with MR the worlds of magazine publishing and model railroading have changed tremendously. When I started we typed our copy on narrow sheets of paper that were sent out to the typesetters. Cutting and pasting wasn't



ELISABETH ROWAN

something done on a computer screen, but with real paper, a pair of scissors, and Scotch tape.

In those ancient times color printing was quite expensive (and not very good), and usually we had only one eight-page form (group of pages) available where color could be used. Color separations (the red, yellow, blue, and black films needed to print color) were also expensive and our budget allowed only about eight per issue. Editor Russ Larson had to plan carefully so the color pages would fall where they could have the

most impact, and often editors had to revise stories so that the color photos fell at the beginning.

All of that changed rapidly in the '80s as the technology of our industry leaped ahead, mostly because of computers. Today we can use color anywhere. Editors are now their own typesetters, and changes that once took several days take a matter of seconds.

Most important, the new technology lets editors and artists work much more closely as a team, and words and images zip back and forth between machines at the behest of a few keystrokes – at least most of the time. For me, working with the artists was the most exciting part of the job and I'll miss that the most. Seeing the words, photos, and illustrations come together every month is magic.

Turning to the hobby, 25 years ago we could not have foreseen the abundance of top-notch products available now, again the result of modern technology. As an N scaler I often anguished over bad products, but HO modelers didn't have it much better. The big difference was they had Athearn.

It's been fulfilling to see new manufacturers, such as InterMountain, Accurail, and others, make their mark and

**Through all
that change,
the constant
has been
model
railroaders
themselves.**

gratifying to see old-line companies, such as Atlas, Life-Like, Walthers, Bachmann, and yes, Athearn, reinvent themselves.

This proliferation of reliable products has enabled the trend toward more sophisticated and prototypical model railroading, just because so many of the models needed are available. Perhaps even more important, with so many more books, magazines, and historical society publications out there it's much easier to find the information you need. (Of course, videos and the Internet didn't really even exist 25 years ago.)

I would never want to go back to the old days, but one downside of this bounty (and a reflection of what's happening throughout our larger society) is that as modelers' interests become more specialized, our larger culture divides into smaller and smaller subcultures with ever-narrowing interests. We can become so narrowly focused we lose our sense of community. Worse, we can lose the fun. We stand to learn much from others whose interests are quite different from our own, but not if we tune them out.

The challenge for a general model railroading magazine like MR is to find even better material that helps hold our community together. After all, we can all enjoy a great layout, regardless of scale, period, prototype, or any other factor. We're all interested in innovative approaches to layout design, model building, scenery techniques, and all the other avenues to enjoying the hobby.

Often I've heard it said that model railroaders are among the most interesting and nicest people you can meet. That sounds self-serving and corny, but it's absolutely true. Throughout these years of change the constant I've seen has been the contagious spirit of model railroaders themselves, their energy, enthusiasm, creativity, and willingness to share their ideas.

Thanks to all of you who helped me by suggesting story ideas, taking the photos, writing the articles, and offering good advice and encouragement. You could always be counted on. Thanks to Russ and Andy for the freedom to try ideas and to a dedicated staff that made the magic happen every month. I get off here, but this train rolls on. ☺

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Prototype Info

Conducted by Paul Schmidt

Track pans: Taking water on the fly



WILLIAM D. MIDDLETON

A New York Central class J-1 4-6-4 Hudson takes water at Tivoli, N. Y., in September 1949.

Q. West of Dunellen, N. J., on the Central RR of New Jersey were "track pans" for watering steam locomotives on the fly. Other than the obvious advantage of taking on water without stopping, why were track pans used? How were the tenders equipped? Were these common facilities?

EDWARD TRIOLO, RALEIGH, N. C.

A. Taking water on the fly was the singular advantage track pans offered, Edward. Steam locomotives consume much more water per mile compared with coal, oil, or wood. The constant need to stop for water was a key disadvantage versus diesel locomotives.

Auxiliary tenders were one solution to this problem. Tracks pans – long, shallow metal troughs installed between the rails at frequent intervals – were the other, less common fix.

Although the Maine Central tried track pans as early as 1887 for a short time, track pans enjoyed more popularity on the Baltimore & Ohio, New York Central, Pennsylvania, Pere Marquette, and the Reading from the 1930s until the end of the steam era.

As the locomotive approached a track pan, the engineer would slow the train to about 40 mph, otherwise the air pressure from incoming water could pop the rivets or welds. (Later the NYC equipped its tenders with vents to relieve the air pressure so locomotives could take on water at a blistering 80 mph!)

When a trackside sign or the engineer gave the okay (with a series of



WALLACE ABBEY

Here's how a track pan at Tivoli, N. Y., on the New York Central looked from the fireman's perspective in late 1950.

blasts on the whistle), the fireman moved a lever on the tender that lowered a scoop into the pan. A sizeable spray erupted underneath the tender as up to 4,000 gallons of water rushed up the scoop in a few seconds.

Water for the track pans typically came from a trackside tank. To prevent icing during the winter months, track pans were heated.

The British get credit for inventing track pans as a way to eliminate express train stops. Some early British diesels even took water on the fly for their steam generators. – Paul Schmidt, associate editor

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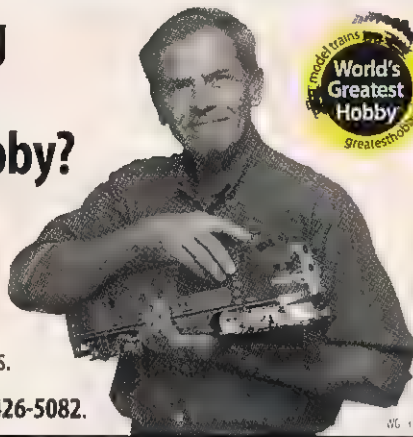
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Prototype Info



DAVID CANTLIN

It's a dreary Nov. 15, 2001, and the Canadian Pacific's southbound Mission City local is about to cross the Southern Ry. of British Columbia at Clayburn Junction. The shanty on the left houses the junction's manual interlocking equipment.

Q. Semaphore-protected junctions: Clayburn Junction on the Canadian Pacific and Southern Ry. of British Columbia is protected by manual-interlocking semaphore signals. Are there any other semaphore-protected diamonds in North America?

DAVID CANTLIN, TACOMA, WASH.

A. According to www.semaphores.com, a Web site that tracks the disposition of surviving semaphore signals in North America, you can count on one hand the number of semaphore-protected diamonds (where two or more tracks cross at grade).

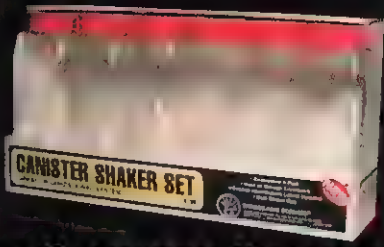
Clayburn Junction, which is located about 30 miles southeast of Vancouver, British Columbia, might be the last of its kind west of the Rocky Mountains in Canada and the United States.

Semaphore-protected diamonds located east of the Rockies include a CP/Canadian National junction at Hagersville, Ontario; Goldsboro, N. C., where the CSX crosses a Norfolk Southern line; and Cordele, Ga., where the Georgia Southwestern RR intersects the NS.

One caveat about [semaphores.com](http://www.semaphores.com): Some of the information was several months old, and the site may not keep tabs on every diamond that interlocking semaphores still protect. — P. S.

Send your questions about prototype railroading to Prototype Info, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmag.com. We regret we can't answer all the questions we receive.

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Coming Events

Compiled by Nancy Bartol

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Notices of model railroading events are published at no charge. Information must be in our office 90 days before the event. To be published, notices must be typed or printed, double-spaced, include all the following information, and be in this format.

1. State 2. City 3. Sponsoring organization and name of the event, meet, show, auction, or open house 4. Date 5. Location 6. Time 7. Admission 8. Name, address, and telephone number of person to contact for information 9. Name, address, and telephone number of person sending the information.

Mail to Coming Events, MODEL RAILROADER Magazine, P. O. Box 1612, Waukesha, WI 53187, fax 262 796-1142, or e-mail events@mrmag.com. Inquiries to event sponsors should include a stamped, self-addressed envelope.

NATIONAL CONVENTIONS

Florida, Ft. Lauderdale: National Model Railroad Assn. Convention - Jul. 14-21. Broward County Convention Center. \$125. Mark Shafer, 7033 Hall Blvd., Loxahatchee, 33470-4479; 561-790-1962.

Ohio, Strongsville: National Assn. of S Gaugers Convention - Jul. 31-Aug. 4. Holiday Inn Select. Registration: Josh Seltzer, 3567 Antisdale Rd., Cleveland Hts. 44118; 216-932-0709; jmsgauger@earthlink.net.

Rhode Island, Warwick: National Narrow Gauge Convention - Sep. 4-8. Crowne Plaza Hotel at the Crossings, 801 Greenwich Ave. Peter S. Barney, P. O. Box 80573, So. Dartmouth, MA 02748; 508-996-0174.

ALABAMA

Gadsden: Coosa Valley Model Railroad Assn. Train Show - Apr. 27. Gadsden Convention Hall, 344 S. First St. 9 a.m. to 4 p.m. \$4; under 12 free. Jim Berich, 39279 Hwy. 411, Ashville, 35953; 205-594-7478.

ARIZONA

Phoenix: Everything Railroad Swap Meet - May 18. North Phoenix Baptist Church, Fellowship Center, Hall B, 5757 N. Central Ave. 10 a.m. to 3 p.m. \$4; under 13 free w/adult. Ellie Barbieri, 602-494-7430; ellie0440@aol.com.

ARKANSAS

North Little Rock: Arkansas Valley Model Railroad Club Open House - May 4-5. Arkansas Valley Model Railroad Club House, 3300 River Rd. Sat. 10 a.m. to 5 p.m., Sun. 1 to 5 p.m. Free. Bruce Stockbridge, 7 Chaparral Ln., Little Rock, 72212; 501-227-8643 (eve.); pgoitr@cei.net.

CALIFORNIA

Arcadia: Allied Model Trains Tinplate Train Auction - May 19. Arcadia Masonic Lodge, 50 W. Duarte Rd. 9 a.m. to 5 p.m. Free. Allen Drucker, 4411 Sepulveda Blvd., Culver City, 90230; 310-313-9353.

Fremont: Niles Depot Museum and Model Railroad Open House - First and third Sundays of each month. Niles Depot, 36977 Mission Blvd. 10 a.m. to 4 p.m. Free. Stanley Keiser, P. O. Box 2716, 94536; 510-797-4449.

Gerber: South Shasta O Gauge Model Railroad Show - Apr. 28, May 5, 12, 19, 26. Noon to 4 p.m. \$4; children \$3. G. A. Humann, 8620 Holmes Rd., 96035; 530-385-1389.

Goleta: NMRA PCR Daylight Division Meet - May 25-26. 7504 Padova Dr. 10 a.m. \$3. Tom Turner, above address, 93117; 805-968-2783.

Los Angeles: Pasadena Model Railroad Club Open House - Apr. 27-28. 5458 Alhambra Ave. Sat. 1 to 5 p.m. and 7 to 10 p.m., Sun. 1 to 5 p.m., Tue. 7:30 to 10 p.m. \$3, children \$1; under 7 free w/adult. Joe Behan, above address, 90032; 877-484-4664.

Norwalk: California Southern Model Railroad Club Open House - May 18-19, 21. 12140 E. Firestone Blvd. Sat. 10 a.m. to 8 p.m., Sun. noon to 6 p.m., Tue. 7 to 9 p.m. Free. Dave Giglio, above address, 90650; 562-863-3156.

Point Richmond: Golden State Model Railroad Museum Open House - Saturdays and Sundays through December. 900-A Dornan Dr. Noon to 5 p.m. \$3; sr. citizens and children under 12 \$2; family \$7. GSMRM, above address, 94801; 510-234-4884.

Redding: Shasta SunRise N Scale Convention - May 2-5. Redding Convention Center. Registrar, Shasta SunRise, P. O. Box 522, Crockett, 94525-0522; 925-283-6838, boblevins@ix.netcom.com.

Sacramento: TCA Sacramento-Sierra Chapter Toy Train Meet - May 25. Scottish Rite Center, 6151 H St. 11 a.m. to 4 p.m. \$3; under 12 free. Jack Ahearn, 916-929-4455; pfraves@pacbell.net.

San Diego: San Diego Model Railroad Museum Operating Exhibit and Show - Tuesdays through Sundays. Balboa Park, Casa de Balboa, 1649 El Prado. Tue.-Fri. 11 a.m. to 4 p.m., Sat. and Sun. 11 a.m. to 5 p.m. First

Tuesday of the month free. \$4; sr. citizens \$3; students, military \$2.50; children under 15 free. San Diego Model Railroad Museum, above address, 92101; 619-696-0199.

Simi Valley: Santa Susana Railroad Historical Society Swap Meet and Open House - May 18. Railroad Station and Park, 6503 Katherine Rd. Swap meet 8 a.m. to noon; open house 10 a.m. to 4 p.m. \$2 swap meet; donation open house. Richard Parshall, 805-526-0371; oltnwtrn@pacbell.net.

Sunland: Foothill Model Railroader's Club Swap Meet - Apr. 27. Sunland Kmart parking lot, 8040 Foothill Blvd. 7 to 10:30 a.m. \$2; family \$3. Hank Diel, 1136 N. Rose St., Burbank, 91505-2409; 818-843-3699.

Tehachapi: Tehachapi Loop Railroad Club Train Meet - May 11-12. Veterans Memorial Bldg., 125 East F St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. Free. Tom O'Brien, P. O. Box 876, 93581; 661-822-1546.

COLORADO

Lakeside: Rocky Mountain N Scale Meet - May 18-19. Lakeside Mall. Sat. 9 a.m. to 6 p.m., Sun. 11 a.m. to 5 p.m. \$2; family \$5. Kent Charles, 13765 W. 67th Pl., Arvada, 80004-2027, 303-420-2815, kdccharles@attbi.com.

Lakewood: Foothills Society of Model Railroaders Model Railroad and Toy Train Swap Meet - May 18. Christ on the Mountain Church, 13922 W. Utah Ave. 9 a.m. to noon. \$2.50. Maynard Norman, 440 S. Kline St., 80226-2748; 303-985-4362.

FLORIDA

Largo: Suncoast MR Club Train Show and Open House - Apr. 27-28. Honeywell's MinnReg Hall, 6340 126th Ave. 10 a.m. to 4 p.m. \$4; 12-17 \$1; under 12 free. Elmer Biedrzycki, 12355 62nd St. N., 33773; 813-996-3237.

Largo: TCA Open Train Meet - May 18. Largo Cultural Center, 105 Central Park Dr. 11 a.m. to 4 p.m. \$4. Steven L. Harris, 2581 Countryside Blvd., No. 203, Clearwater, 33761; 727-791-1621.

Sarasota: TCA Open Meet - May 5. Sarasota Armory, 2890 Ringling Blvd. 11 a.m. to 4 p.m. \$4. Steven L. Harris, 2581 Countryside Blvd., No. 203, Clearwater, 33761; 727-791-1621.

GEORGIA

Athens: Railroad Days - Apr. 27. Old Southern Station, 135 Hoyt St. 10 a.m. to 5 p.m. \$5; 2-12 \$2; under 2 free. Bill Baxter, 706-543-4319, bbaxter3@earthlink.net.

Tucker: NMRA Piedmont Division Meet - May 14. Elks Lodge, 1775 Montreal Rd. 7 to 9:30 p.m. Free. Scott Perry, 2708 Sanibel Ln., Smyrna, 30082; 770-319-7288; scottgerry@hotmail.com.

ILLINOIS

Arcola: Makin' Tracks Model Railroad Show and Swap Meet - Apr. 27-28. Rockmore Gardens, 5 miles west of I-57, exit 203. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. Free. 217-268-4106, comments@rockmore.com.

Edwardsville: Illinois Traction Society Meet - Apr. 27. American Legion Hall, 58 S. State Rd. 157. 9 a.m. to 4 p.m. Dale Jenkins, 217-423-4877.

Elmhurst: Elmhurst Model Railroad Club Open House - Every Friday and Sunday. 111 E. First. Fri. 7 to 10 p.m., Sun. 1 to 4 p.m. Donation. Dan Hollis, above address, 60126; 630-833-7452.

Glenview: NMRA Midwest Region, North Shore & Western Div. Meet - May 5, 19. Glenview Public Library, 1930 Glenview Rd. 1:30 to 4 p.m. Free. Ingrid Drodzka, 4850 W. Ainslie St., Chicago, 60630-2402; 773-545-5936.

Midlothian: Midlothian Train Show - May 19. Midlothian Park District Bldg., 14500 S. Kostner Ave. 9 a.m. to 2 p.m. \$3; under 13 free. Butch, 815-458-6301.

Rock Island: Great American Train Show - May 18-19. QCCA Expo Center, 2621 Fourth Ave. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, 60148; 630-268-1641; info@gats.com.

Rockford: NMRA Midwest Regional Convention - Apr. 26-28. Clock Tower Resort. Don Brindle, 3159 Farr Hill Rd., 61109; 815-874-6095; donbrindle@aol.com.

Villa Park: Scale MR Swap Meet - Apr. 26. Villa Park VFW Hall, 39 E. St. Charles Rd. 6:30 to 9:30 p.m. \$4; under 12 free w/adult. Prairie Scale Model Railroaders, P. O. Box 5962, Vernon Hills, 60061; 847-702-0811; info@psmr.org.

Wheaton: Great Midwest Train Show - May 5. DuPage County Fairgrounds, County Farm and Manchester. 10 a.m. to 4 p.m. \$7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, 60148; 630-268-1641; info@gats.com.

INDIANA

Indianapolis: Allegheny & Western MR Club Open House - Apr. 27. 3139 Allison Ave. 11 a.m. to 4 p.m. Donation. Bill Moore, above address, 46224; 317-293-2402.

Terra Haute: C&E Historical Society Meet - Apr. 26-27. Rose-Hulman Institute of Technology. Doug Christensen, 301 W. Goebel Dr., Lombard, IL 60148; 630-629-4067.

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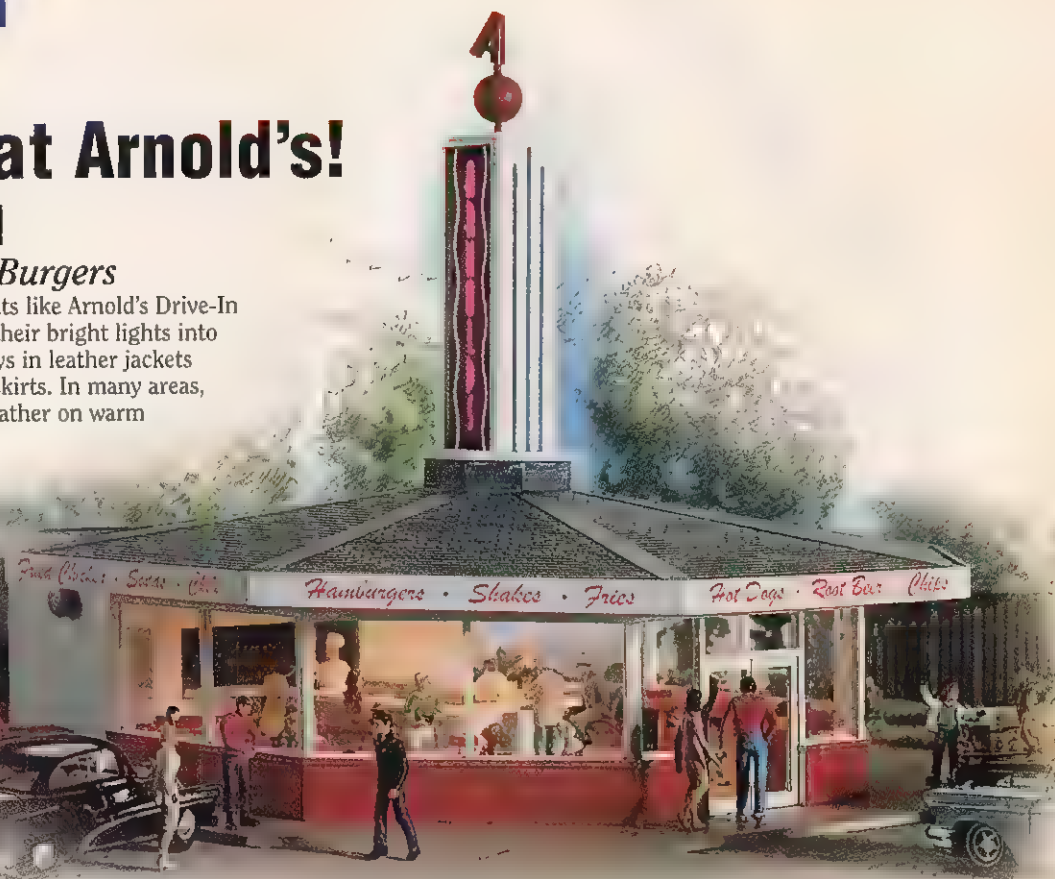
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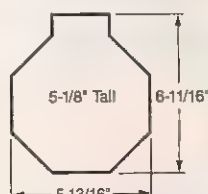
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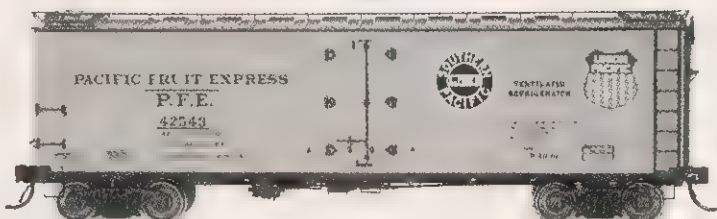


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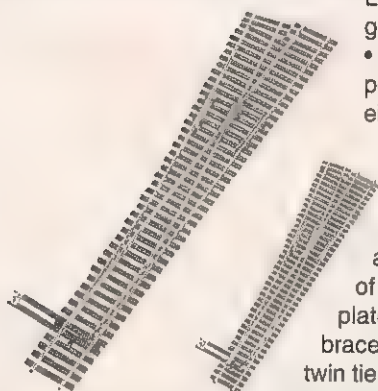
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Coming Events

KANSAS

Emporia: Emporia Model Railroad Club Module Show - May 18-19, Plinthills Mall, 15th and Industrial Rd. Sat. 9 a.m. to 8 p.m., Sun. 11 a.m. to 5 p.m. Free. Kenny Schuler, 916 Arundel, 66801; 620-343-8325.

Kansas City: Mid-America Train Meet, Show, and Sale - May 5, Indian Springs Expo Center, I-635 and State Ave. 9 a.m. to 2 p.m. \$4; under 12 free. Steve and Sherri Stich, P. O. Box 369, Leavenworth, 66048, 913-651-5864.

Parsons: Katy Days Celebration and Swap Meet - May 25, Labette Community College Multi-Purpose Bldg 12th and Broadway. 8 a.m. to 3 p.m. Free. Brad Bourbina, 420 S. Wilson, Cherryvale, 67335, 620-336-2774.

MAINE

Portland: NMRA Northeastern Region Convention - May 17-19, Sheraton South Portland Hotel, John Campbell Jr., 63 Alexander Dr., East Hartford, CT 06118; 860-568-5075; john_ner@yahoo.com.

MARYLAND

Baltimore: Chesapeake Model Fire Engineers and Violetville Volunteer Fire Company Toy and Train Show and Flea Market - Apr. 27, Violetville Volunteer Fire Company Hall, 4000 Benson Ave. 9 a.m. to 3 p.m. \$1. Joe Kissner, 313 Sixth Ave., 21225; 410-636-0115; jgkissner@aol.com.

Severna Park: Severna Park Model Railroad Open House - May 4-5, 3 Riggs Ave., Rt. 648 and McKinsey Rd. Noon to 5 p.m. Donation. Sam Shepherd, 410-647-6077.

Sykesville: Sykesville & Patapsco Railway Open House - May 5, 730 Oklahoma Ave. 1 to 5 p.m. Free. Mark Bennett, 7531 Dogwood Rd., 21784; 410-795-3157.

MASSACHUSETTS

Buzzards Bay: Buzzards Bay Armed Forces Day Train Show and Flea Market - May 18, Engles Hall, 29 Cohasset Ave. 10 a.m. to 4 p.m. \$2, under 12 \$1. J. Phillips, 508-295-5819.

Dedham: NMRA Hub Division Convention and Train Show - Apr. 27, Holiday Inn, Providence Hwy. Rt. 1A (Rt. 128, exit 15A). 10 a.m. to 5 p.m. \$5; under 13 free; family \$10. Bill Goldthwait, 30 Baker St., Lexington, 02421-6204; 781-862-8078; hubshow2001@yahoo.com.

Lowell: Boston Chapter NRHS Boston Trolley Meet - May 10-11, Doubletree Hotel, 50 Warren St. Fri. 7 to 10 p.m. Sat. 9 a.m. to 4:30 p.m. \$10; under 16 free w/adult. Kevin Farrell, P. O. Box 66202, Auburndale, 02466-0002; 978-663-6239 (eve.); trolleymeet@yahoo.com.

West Barnstable: Cape Cod Model Railroad Club Train Show - Apr. 28, Cape Cod Community College, Physical Education Bldg., Rt. 132, exit 6 from Rt. 6, 10 a.m. to 4 p.m. \$3; sr. citizens and 12-18 \$2; family \$6. Bob Borthwick, 508-432-9779 (Mon., Wed., Sun. eves.).

MICHIGAN

Blissfield: Raisin Valley Model Railroad Club Open House - May 19, 115 E. Adrian St. 11 a.m. to 4 p.m. Donation. Alan Mitchell, above address, 49228, 517-486-2223.

Durand: Durand Union Station Flea Market - May 19, Middle School, Durand exit. 11 a.m. to 4 p.m. \$2; family \$5. Bob Conrad, 6220 Martin Dr., 48429; 989-288-3660.

Escanaba: NMRA Winnebago Land Division Meet - May 4, Eighth Street Coffee House, 720 Ludington St. 8 a.m. to noon, \$5. Gary Stiles, 21 S. Third St., Gladstone, 49837, 906-428-3472.

Orchard Lake: Orchard Lake St. Mary's Antique Toy and Train Show - May 25-26, Dombrowski Gym, Orchard Lake St. Mary's Preparatory Campus, Commerce Rd. and Orchard Lake Rd. Noon to 8 p.m. Free. James M. Spencer, 7840 Jennifer Agnes, Waterford 48329; 248-623-6663.

Port Huron: Huron Modelers Railroad Show and Swap Shop - Apr. 28, McMorran Place, 701 McMorran Blvd. 10 a.m. to 4 p.m. \$3; under 6 free. Fred Cesefsky, 4049 Pine Grove Ave., Fort Gratiot, 48059; 810-385-8815 (eve.).

Southgate: North American Model Engineering Society Exposition - Apr. 27-28, Southgate Civic Center, 14700 Reaume Plwy. Sat. 9 a.m. to 6 p.m. Sun. 9 a.m. to 4 p.m. \$5. Bob Lorenz, 19435 Middlesex, Southfield, 48076-7505; 248-353-1676; rwllorenz@mediaone.net

MINNESOTA

St. Paul: Twin City Model Railroad Museum Model Railroad and Hobby Sale - May 11, Minnesota State Fairgrounds, Education Bldg. 9 a.m. to 3 p.m. \$4; under 5 free. TCMRM, 1021 Bandana Blvd. East, Suite 222, 55108; 651-647-9628.

Woodbury: Newport Model Railroad Club Model Railroad Flea Market - Apr. 27, Woodbury High School. 10 a.m. to 3 p.m. \$4; under 12 free. Joe Maiden, P. O. Box 0061, St. Paul Park, 55071-0061; 651-306-0352.

MISSOURI

St. Louis: Chicago & North Western Historical Society Swap Meet - May 19, Renaissance-St. Louis Hotel, 9801 Natural Bridge Rd. 9:30 a.m. to 2 p.m. \$2. Dick Wilson, 14611 Hascall St., Omaha, NE 68144; 402-691-0335, wilgramps@aol.com

NEBRASKA

North Platte: NMRA Mid-Continent Region Rocky Mountain Convention - May 24-26, Quality Inn, Sandhills Convention Center, I-80 and N. Hwy. 83. Train show: Sat. 11 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$3; under 16 \$1;

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under 5 free. Don Strait, 1938 Payne Ct., Aurora, CO 80011; 303-365-9317; doncms@aol.com.

NEW JERSEY

Merchantville: O Scale Only Train Meet - May 11. Grace Church, Maple Ave. and Center St. 9 a.m. to 1:30 p.m. \$4. Charles Jacobs, 100 Grant Ave., Moorestown, 08057; 856-234-1898.

Montvale: National Collectors Club Show - May 19. St. Joseph High School. 9 a.m. to 3 p.m. \$5; under 10 free w/adult. Joe Bianco, 201-327-5254.

Pleasantville-Tuckahoe: O Scales Two-Rail Only Train Show and Swap Meet - May 18. Epiphany Lutheran Church Hall, Franklin and Ansley Blvds. 10 a.m. to 4 p.m. \$3; family \$5. John P. Dunn Sr., 38 E. Revere Ave., Northfield, 08225; 609-484-8125; jdunn8888@aol.com

Wayne: National Collectors Club Show - May 5. P. A. L. Hall. 9 a.m. to 3 p.m. \$5; under 10 free w/adult. John LaLima, 732-972-8263.

Winslow: The Great Winslow Junction Scale Train and Railroadiana Meet - Apr. 28. Winslow Fire Hall, Hall and Hay Sts. 10 a.m. to 3 p.m. \$3; under 12 free w/adult. Bill Powell, 306 Broad St., Williamstown, 08094; 856-728-1327

NEW MEXICO

Albuquerque: Albuquerque Railroad Fair - May 19. New Mexico State Fairgrounds, Manuel Lujan Exhibit Hall. 9 a.m. to 5 p.m. \$5; under 12 free. Bryan Moseley, P. O. Box 6583, 87197-6583; 505-345-0657; mossman56@aol.com.

NEW YORK

Ithaca: Finger Lakes Railroad and Train Show - Apr. 27-28. The Field, NYS Rt. 34. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4; 3-12 \$2; family \$9. James Torgeson, 393 Davison Rd. No. 5, Lockport, 14094; 716-439-2577; jst25@cornell.edu.

Mastic-Shirley: Long Island Live Steamers Meet - May 19 (meet), May 26 (run day). Southaven (Suffolk) County Park. 10:30 a.m. to 3 p.m. Donation. Long Island Live Steamers, 3 Smith Ct., Stony Brook, 11790; 516-345-0499.

Rochester: TTOS N. E. Division Toy Train Show and Swap Meet - May 26. Logans Party House, 1420 Scottsville Rd. 9 a.m. to 2 p.m. \$3. Norb DeWolf, 4516 State Rt. 14. Sodus, 14551-9525, 315-483-6715.

OHIO

Alliance: SM&BR Railroad Model Train and Toy Show - May 31, Jun. 1-2. Carnation Mall, State St. Fri., Sat. 10 a.m. to 9:30 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 476 New York Ave., Rochester, PA 15074; 724-775-1886

Fairborn: NMRA Mid Central Region Convention - Apr. 25-28. Holiday Inn Dayton-Fairborn, 2800 Presidential Dr. Thu. 3 p.m. to noon Sun. \$58. Brian C. Petroziello, 6341 Silverbell Ct., Clayton, 45315; 937-837-7533.

Maumee: Friends of Toledo Model Railroaders Model Railroad Show and Swap Meet - Apr. 28. Lucas County Recreation Center, 2901 Kev St. 11 a.m. to 4 p.m. \$3; under 14 free. Steven Scanes, 6245 Foxcroft Rd., Toledo, 43615; 419-841-7492.

Vandalia: Crossroads RR Club Open House - Apr. 27-28. 304 N. Dixie Dr. Sat. 11 a.m. to 5 p.m., Sun. 1 to 5 p.m. Donation. Dale Bartley, above address, 45377; 937-866-1589.

Youngstown: SM&BR Railroad Model Train and Toy Show - May 25-26. Southern Park Mall, 7401 Market St. Sat. 10 a.m. to 9 p.m., Sun. 11 a.m. to 6 p.m. Free. Robert G. Frederick, 476 New York Ave., Rochester, PA 15074; 724-775-1886

OKLAHOMA

Enid: Enid Model Railroad's Swap Meet - Apr. 27. Hoover Bldg., Fairgrounds. 9 a.m. to 3 p.m. \$4. Arthur Bauman, 915 N. 19th, 73701; 580-237-0950.

OREGON

Albany: The Great Northwest Train Show and Swap Meet - Apr. 27-28. Willamette Expo Bldg., Linn County Fairgrounds. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$6; sr. citizens \$5; 6-12 \$1; under 6 free. Jim and Kathy Walburn, 632 S. Jefferson St., 97321; 541-928-5243.

PENNSYLVANIA

Bethlehem: Lehigh & Keystone Valley Model Railroad Club Broken Rail Train Show - May 4-5. Lehigh University, Rauch Fieldhouse, 123 Goodman Dr. Sat. 10 a.m. to 4 p.m., Sun. 10 a.m. to 3 p.m. \$5; children \$2.50; under 6 free. 610-974-9590 (eve.).

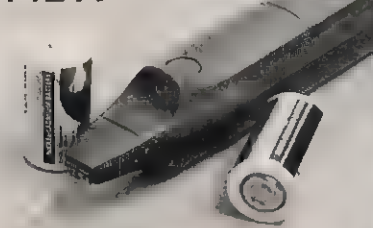
Hawley: Hawley Fire Dept. Toy Train Show and Sale - Apr. 28. 10 Columbus Ave. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Bill Delling, 618 Fern St., 18428; 570-226-3206.

Kimberton: Mid-Atlantic Narrow Gauge Guild Module Meet - May 18. Kimberton Fairgrounds, PA State Rt. 113. 7:30 a.m. to 11 p.m. \$10; under 16 free. Bob Beebe, 610-666-6711; modmeet@aol.com.

Stroudsburg: The Great Stroudsburg Train Show - Apr. 28. Stroudsburg High School, 1100 W. Main St. 9 a.m. to 2 p.m. \$3.50; under 12 free w/adult. John Lutz, 39 Kinney Ave., Mt. Pocono, 18344-1651; 570-839-7465.

Williamsport: Rails to Savings Model Train Show - May 18. Hepburn Township Fire Hall, Rt. 973 East. 9 a.m. to 3 p.m. \$3. Steve Williams, 1015 W. Mountain Ave., 17702; 570-322-8093.

NEW

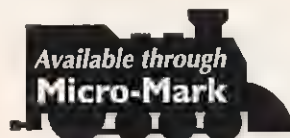


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Omi 4275.1	SP C50-8 Bay Window Caboose (4650-4699)
Omi 4276.1	SP C50-9 Bay Window Caboose (4700-4774)
Omi 4276.2	SP C50-9 Bay Window Caboose (4709)
Omi 4276.3	SP/SF C50-9 Bay Window Caboose (4726)
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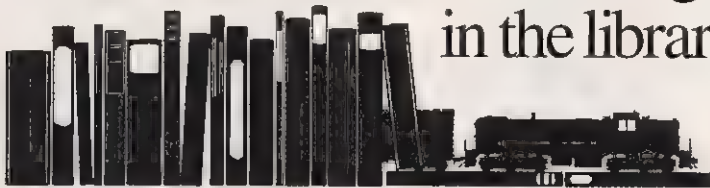
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Coming Events

SOUTH CAROLINA

Greenville: NMRA Southeastern Region Convention and Train Show - May 24-26. Greenville Hyatt. Convention \$65; show \$5. Howard R. Garner, P. O. Box 826, Pickens, 29671-0826; 864-878-4705; hrgarner@nnova.net

North Charleston: Charleston Model Railroad Assn. Open House and Workshop - Apr. 27. CMRA Clubhouse, 4820 Jenkins Ave. Noon to 4 p.m. Donation. James Bryan, P. O. Box 157, Summerville, 29484; 843-572-2564

TENNESSEE

Nashville: Great American Train Show - Apr. 27-28. Nashville Municipal Auditorium, 417 Fourth Ave. 11 a.m. to 5 p.m. \$7; under 12 free. GATS Limited, P. O. Box 1745, Lombard, IL 60148; 630-268-1641; info@gats.com.

TEXAS

Ft. Worth: Lone Star Train Fair - May 26. Will Rogers Memorial Center, Amon G. Carter Exhibit Hall. 10 a.m. to 5 p.m. \$6; under 12 free. Terry Adams, 4220 Shannon Dr., 76116; 817-732 2117, tadams1@flash.net

New Braunfels: Lone Star Division TCA Meet - May 18. New Braunfels Civic Center, 380 S. Seguin Ave. 11 a.m. to 5 p.m. \$3; family \$5. Pat Halpin, 210-661-4238.

VERMONT

Lyndonville: Lyndon Area Sport Assn. Model Railroad Show and Exposition - May 11. Fenton Chester Ice Arena. 10 a.m. to 4 p.m. Tom Winans, P. O. Box 1002, 05851; 802-626-3353 (days).

VIRGINIA

Harrisonburg: Shenandoah Valley Railroad Club Model Train and Railroad Show - May 5. Rockingham County Fairgrounds. 10 a.m. to 4 p.m. \$4; under 12 free w/adult. Jack Kellogg, 9223 Cedrick Ln., Mt. Crawford, 22841, 540-234-0403.

Vienna: Northern Virginia Model Railroaders Viva Vienna Day Open House - May 26. Washington & Old Dominion RR Station, 231 Dominion Rd. Noon to 4 p.m. Donation. 703-938-5157 (club); nvmrinc@hotmail.com.

WASHINGTON

Monroe: Northwest N Scale Convention - Apr. 24-28. Evergreen State Fairgrounds, 14405 179th Ave. S. E. \$25. Ed Calder, 20602 S. Danvers Rd., Lynnwood, 98036; 425 776-6483; edtrak@hotmail.com.

Monroe: United Northwest Model Railroad Show and Swap Meet - Apr. 27-28. Evergreen State Fairgrounds. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5, sr. citizens and students 12-17 \$3. David Moser, 13306 109th Ave. N. E. Kirkland, 98034; 425-821 6968; dms1tjo@msn.com.

Tacoma: NMRA PNR Fourth Division Mt. Rainier Express Meet - May 10-12. LaQuinta Hotel. \$60. Bill Messecar, P. O. Box 7750, Covington, 98042; 253-638-9692; santafemail@aol.com.

WISCONSIN

Burlington: Chocolate Fest Model Railroad Show - May 18-19. Burlington VFW and Burlington Depot. 9 a.m. to 5 p.m. \$1. Bob Miller, 433 Garfield St., 53105, 262-763-6493.

Green Bay: Titletown Train Show - Apr. 27-28. ShopKo Hall, 1901 S. Oneida St. Sat. 9 a.m. to 5 p.m., Sun. 9 a.m. to 4 p.m. \$4.75. Todd Bushmaker, 1242 Smith St., 54304; 920-433-9864.

Madison: NMRA Midwest Region South Central Wisconsin Division Meet - May 5. Fitchburg Community Center, 5510 E. Lacy Rd. 1 to 4 p.m. Free. Radleigh Becker, 444 Hilltop Dr., 53711; 608-231-1817.

Waukesha: Badgerland S Gaugers Train Trade Show - Apr. 28. Waukesha Expo Center, N1W24848 Northview Rd. 8.30 a.m. to 1 p.m. \$2, under 12 free. Dick Kloes, 9735 W. Morgan Ave., Milwaukee, 53228; 414-543-8839.

CANADA

Ontario, Aberfoyle: Aberfoyle Junction Model Railway O Scale Club Open House - May 4-5, 11-12. 128 Brock Rd. 10 a.m. to 5 p.m. \$5; sr. citizens and students \$3; children \$2. Craig Webb, 257 Broadway Ave., Hamilton, L8S 2W7; 905-527-5474.

Ontario, Fenwick: Greater Niagara Model Railroad Engineers Open House - Apr. 28. 1141 Maple St. Noon to 5 p.m. Free. Dave Whitaker, 905-892-2069.

Ontario, Midland: Midland District Railroad Club Model Railroad Show - May 11-12. Midland Centennial Arena, King Street. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4, sr. citizens \$3; children \$1, family \$8. Ron Edwards, 705-626-2697.

Ontario, Wasaga Beach: Nottawasaga Model Railroad Club MRR Auction - May 4. Oakview Centre, Mosley St. W. Viewing 11 a.m.; auction noon to 5 p.m. \$3. Bill Pavne, 705-429-2762.

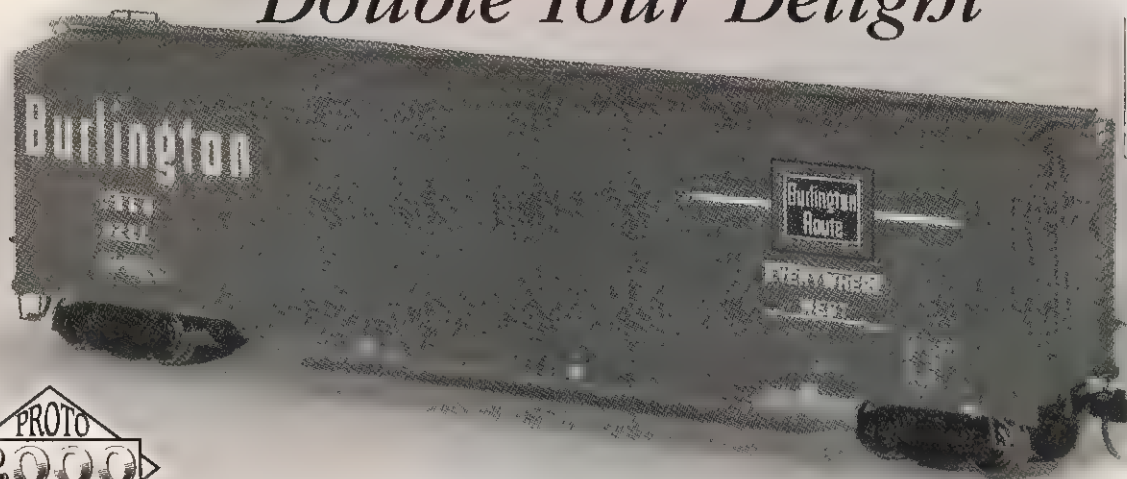
Ontario, Woodstock: Woodstock Model Train Show and Sale - Apr. 28. Oxford Auditorium, Woodstock Fairgrounds, 875 Nellis St. 10 a.m. to 4 p.m. \$4. Ian Ward, 26 Kennedy Rd., Simcoe, N3Y 5A6; 519-426-8875.

OVERSEAS

England, London: Roding Valley Model Railway Group Exhibition - May 25. Letonstone Methodist Church Hall, Letonstone High Rd. 10 a.m. to 5 p.m. £2; children £1; family £5. Dave Howell, 5 Haig Rd. W. Plaistow, E13 9LJ; 020-8470-2849; munsec@hneone.net.

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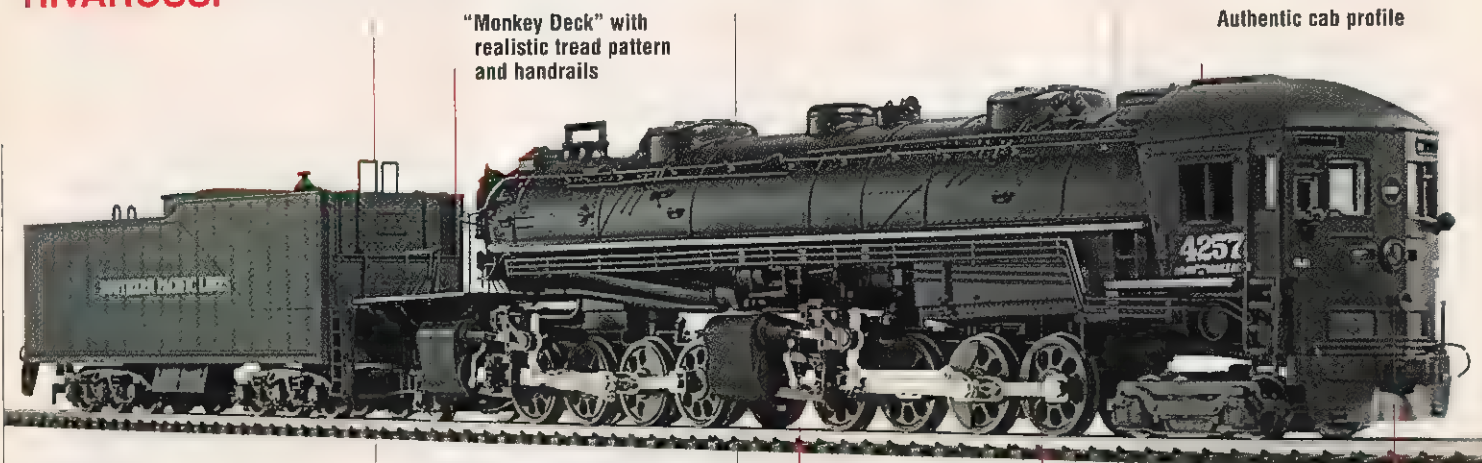
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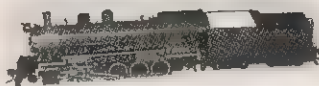
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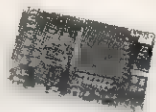


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Club Memberships

Arizona, Sierra Vista: Cochise & Western Model Railroad Club - HO. Meets Tuesdays 7 p.m. at 680 N. Fort Ave.; business meeting second Tuesdays. Contact: Charlie Sites, 520-458-9322

California, Lancaster: The Antelope Valley Model Railroad Club - HO. Meets Fridays 7:30 p.m. at Club Car, Antelope Valley Fairgrounds, 155 E. Avenue I. Contact: Joe Beasley, 661-256-8912.

California, Los Angeles: Pasadena Model Railroad Club - HO. Meets first Tuesdays 7:30 p.m. 5458 Albambra Ave. Contact: Bill Barmore, 323-222-1718.

California, Pomona: Pomona Valley Model Railroad Club - HO. HO.N3. Meets Tuesdays and Thursdays 8 to 10 p.m. at 132 E. First Ave. (upstairs). Contact: Club, 909-865-7035; www.pvmrrc.com.

Connecticut, Wallingford: New Haven Society of Model Engineers - HO. Meets Fridays 7:30 p.m. at Wallingford Train Station, 37 Hall Ave. Contact: Blaise Vecce, 203-239-9367.

Florida, Hollywood: Big Pine and Sawgrass Model Railroad - HO. Meets Tuesdays and Thursdays 7 to 10 p.m., Saturdays 11 a.m. to 4 p.m. at 2940 Hollywood Blvd. Contact: George Johnson, 954-472 2383

Illinois, Dupon: The Pacific Railroaders. Meets Tuesdays 7 p.m. at 212 N. Main St. Contact: Dirk P. Reynolds, 618-286-3399.

Maine, Portland: Maine Track - N. Meets second and fourth Thursdays 6:30 p.m. at 47 Canco Rd. Contact: Rob, 207-842-9035; selberg115@aol.com.

Maryland, Catonsville: Catonsville Central Model Railroad Club - HO. Meets Mondays 1 to 4 p.m. and Thursdays 6:30 to 9 p.m. at the Catonsville Senior Center, 501 N. Rolling Rd. Contact: Sal Fertitta, 410-242-0003

Michigan, Holland: Holland Modular Railroad Club - HO. N. Meets Mondays 7 to 9 p.m. at members' homes on rotating basis. Contact: Art Kole, 616-772 2681.

Missouri, Kansas City: Greater Kansas City Model Railroad Club - HO. Meets Wednesdays 7 to 9 p.m. at Kansas City Northern RR, Line Creek Park, 60th and N. W. Waukomis Dr. Contact: Walter Ohnell, 816-436-5156.

New Jersey, Eatontown: Jersey Central Ntrak - N, Ntrak Meets second Saturdays 7:30 p.m. at Fort Monmouth. Contact: Nancy Morris, 732-935-9514; jerscentntrak@geocities.com.

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New York, Rochester: New club forming - O, two-rail. Contact: Bill Crocca, 716-383-0837 (Tues.-Thurs eve.).

Ohio, Lorain County: Hobos Model Railroad Club - O, HO. Meets third Fridays at members' homes. Contact: Joe Filipiak, 440-926-2469.

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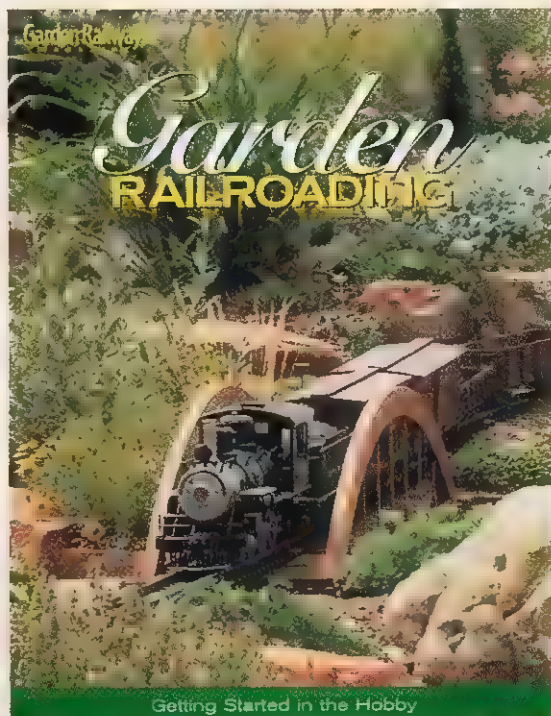
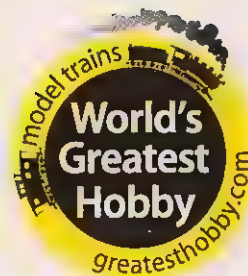
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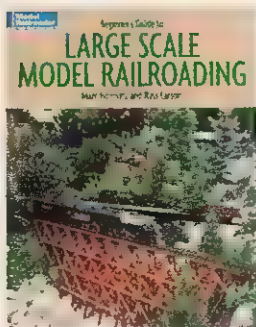
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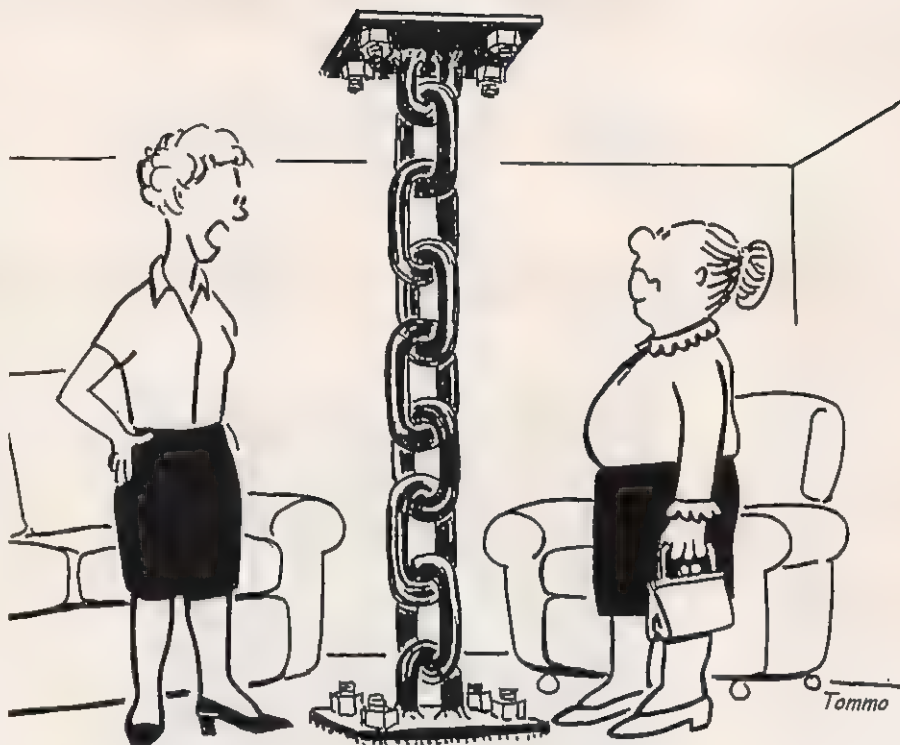
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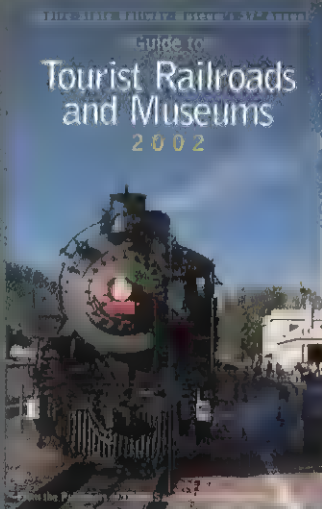
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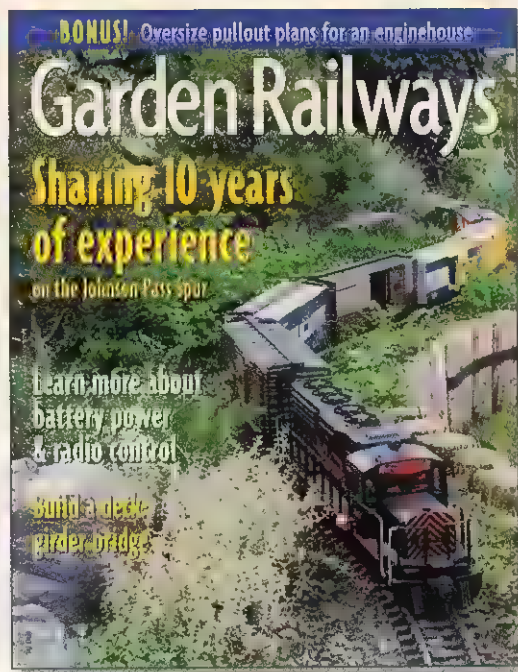
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909 Jefferson Street
#23-404A



7410 N. Claremont
#23-405A



KATO U.S.A., INC. • 100 Remington Road • Schaumburg, IL 60173

www.katousa.com

It's impossible to describe something that never existed.



But we'll try.



Operates on standard household AC outlet

REALISM THAT'LL CHANGE THE WAY YOU RUN YOUR RAILROAD

It begins with 18 real life, knock your socks-off digital railroading sounds. Close your eyes and it's like being in the freight yard. It'll add a third dimension to your layout.

18 SOUNDS PLUS SOUND-ON-SOUND

Now picture 18 authentic sounds. Not one, two or a dozen, but 18. Set certain sounds, like an engine rumble, to play continuously. Then take advantage of the sound-on-sound capability and add the blast of a diesel horn. Select a different combination, and they'll simultaneously blast away, one sound from each speaker. It's intense. 18 authentic sounds like this, plus sound-on-sound that never existed before in one simple package.

PLUG 'N PLAY

No hook up. No power supply needed, it has its own. Just plug into an AC outlet and play. It's simple. The hand held controller has push buttons and slide switches to make your selection easy. You control the volume for the most critical sounds. These features never existed together before.

AND NOW FOR THE KICKER

You knew there'd be a kicker. You've probably heard about sound chips with one or two digital sounds for \$100 or \$120. Now, get 18 authentic sounds, a pair of self-contained speakers, plus all the neat features...at a price that never existed before on anything even remotely similar.

Hear them all while they still exist at your dealer.

- 18 Sounds
- All Gauges
- Any Layout
- No Power Pack Needed

- DIESEL HORN 1 LONG
- DIESEL HORN 1 SHORT
- DIESEL HORN 1 COMBINATION
- DIESEL HORN 2 LONG
- DIESEL HORN 2 SHORT
- DIESEL HORN 2 COMBINATION
- WHISTLE 1 LONG
- WHISTLE 1 SHORT
- CONDUCTOR
- WHISTLE 2 COMBINATION
- BRAKE SOUND
- STEAM RELEASE
- COUPLING SOUND
- ENGINE BELL
- CROSSING GATE BELL
- RAIL CLACK SOUND
- STEAM CHUFF
- DIESEL ENGINE RUMBLE



Model Rectifier Corporation 80 Newfield Ave. Edison, NJ 08837 www.modelrec.com 732-225-6360